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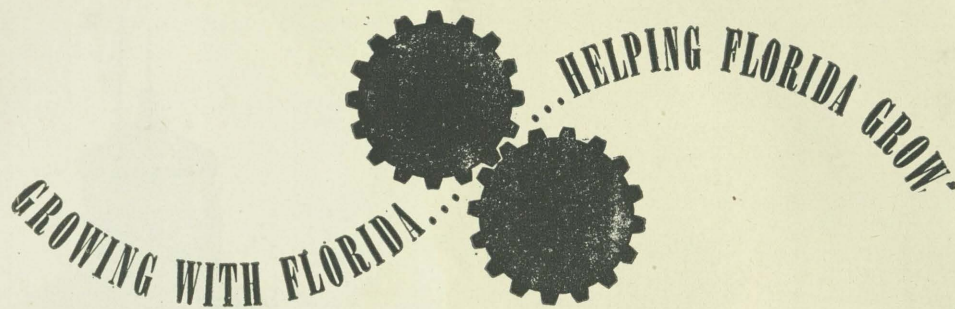
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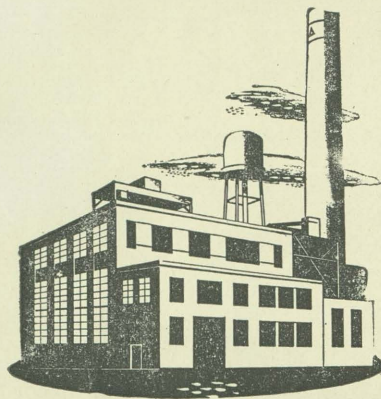
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Williams Made Acting General Auditor

W. M. (Bill) Wainwright resigned the position of General Auditor of the State Road Department, effective November 30, in order to enter the race for Railroad and Public Utilities Commissioner. Mr. Wainwright had held the post since 1945.

W. A. Williams, veteran Road Department employee who has for many years served as the General Auditor's assistant, was immediately named Acting General Auditor to carry on the duties of the office.

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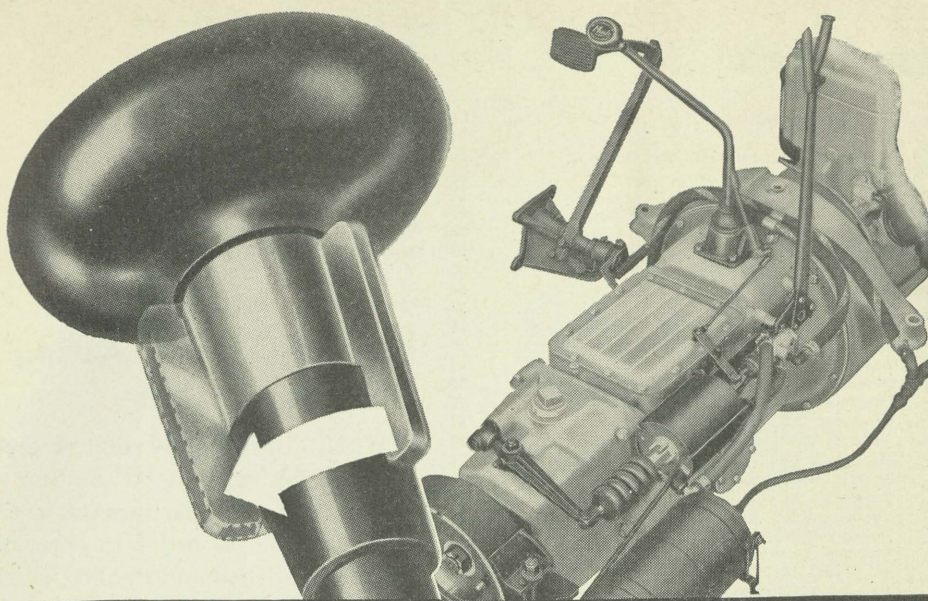
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FLORIDA HIGHWAYS

Official Publication of

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Association of County Commissioners—Florida Trucking Association, Inc.
Authorized medium of Motor Vehicle Division and other State departments.

VOLUME 16

DECEMBER, 1947

NUMBER 1

RALPH M. HARTSFIELD, Tallahassee..... Editor
J. E. ROBINSON, Winter Garden..... Publisher

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material) provided proper credit is given Florida Highways, Reg. U. S. Pat. Off. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Fla., under the Act of March 3, 1879. Additional Second Class Entry Permit Authorized Tallahassee, Florida, April 24, 1946.

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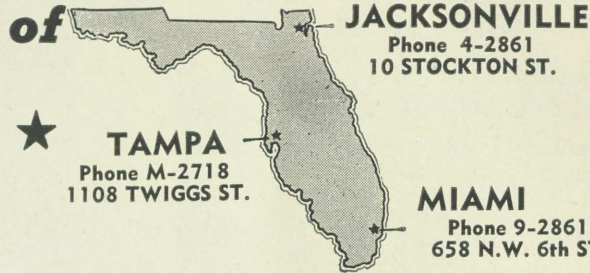
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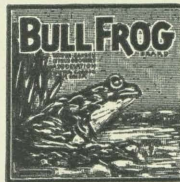
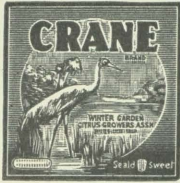


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The Chairman Says . . .

With Christmas almost upon us and the end of the year just around the corner this seems a good time to pause and take stock of our accomplishments,—to orient ourselves in the postwar highway development program. We are not in position to get an accurate bearing. This must wait until after the end of the year when engineering, accounting and statistical records are tabulated and analyzed. But even without those details we can get a pretty good bird's-eye view of our 1947 achievements.

In the Sixteenth Biennial Report covering the years 1945 and 1946, I was able to report that in spite of continuing scarcities, we had done \$13,770,000 worth of construction work in 1946. In this report I made the statement that momentum in the construction program was building up and implicitly promised a better showing in 1947.

At this time we feel that we have made a better showing. In only 10 months we have spent for construction \$26,900,000 and have contracts under way amounting to \$17,700,000. Allotment for work, overhead and engineering on construction jobs add another \$2,500,000 to our 1947 commitments, making a total of \$47,100,000 for construction during the year.

Although our State Road income is 15% above any previous year, it is not enough to cover work being done. The surplus carefully hoarded during the war years is

having to be used and has been reduced by approximately \$9,000,000 through October.

Boasting about how much money we can and have spent hardly seems a good way to elicit approval of the public. However, in our case one measure of achievement and progress is the amount we have been able to utilize in the sound investment of building roads for the people.

Another measuring stick is the number of jobs completed and the number of miles of roads and feet of bridges supplied or improved. Elsewhere in this magazine is a table listing the 223 jobs completed by the Road Department through October of this year. This improvement work involved 840 miles of road and 11,172 feet of bridges. A map accompanying the table shows the location of these jobs, revealing how they are spread in all areas of the State.

Though the year is not completed and final accounting of progress cannot be counted as a score in our favor, I do feel that this will be a signal year in the annals of highway development in Florida.

To the thousands of employees, contractors and others who have cooperated in this achievement, I give my thanks.

And to them and, the public we serve, I also wish a very Merry Christmas and a Happy New Year.

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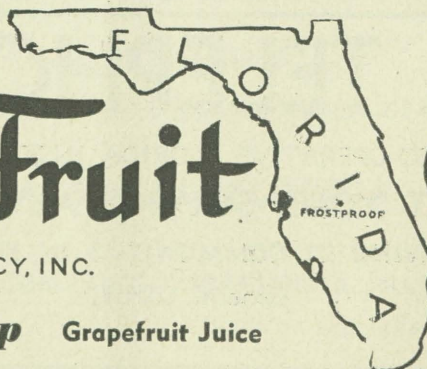
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GUEST EDITORIAL

HAROLD G. SANDERS, Th. D.
Pastor, First Baptist Church
Tallahassee, Florida

WORLD PEACE

BEGINNING IN CHRISTIAN AMERICA

To some, this caption is as trite as the words of Jesus to his disciples long ago: "He shall be witnesses. . . in Jerusalem." Trite, yes, but tantamount to peace in our world, even as first century witnessing assured Jesus of a worldwide Christianity.

World peace is vitally related to the kind of peace which America is able to achieve at home and to share abroad.

God's Latest Chance

I am still optimistic about America's being God's latest—if not last—chance to save the world. With all her faults, she has achieved a quality of spirit and a sincerity of purpose which God can use. We must not doubt it. To do so is to fiddle while the whole world burns. To fail to be Christian and missionary today is to seal our own doom, and sin away our day of grace in God's certain plan of the ages!

H. Cornell Goerner has recently focused this fact upon the Christian conscience of America. In the very title of his book, *America Must Be Christian*, there is revealed an unmistakable urgency with which we must deal. Following hard upon the heels of both the destructive use of nuclear energy and the end of the war, problems of colossal proportions constitute an unprecedented crisis in the world. Fear and death have replaced faith and life in the world's conversation. Scientists, rather than preachers, have become the prophets of dire doom.

"Christians," Dr. Goerner says, "who are supposed to be able to discern the signs of the time beyond the capacity of others, give evidence of being asleep to the awful realities of the world situation." However that may be, this fact emerges in full recognition: The United States is playing the leading role on the stage of current history.

The present may be America's great chance, perhaps her last chance, to be God's messiah, i.e., to demonstrate the mind and character of God to a bleeding and pagan world. "Upon her as a nation and her behavior in the midst of the nations largely depends the future of our civilization. Recognition of the central position occupied by this, our country, is not a matter of national pride and boastfulness; it is a matter of duty to all mankind" (Goerner).

Basic Training

America's history reveals the reason why God can use her today—if she be Christian. Born in the minds of Freedom-seeking peoples, cradled by the Father who "has made and preserved us a great nation," schooled

in the principles of democracy growing out of a conviction of the Christian concept of individual worth, and achieving a partial but hopeful homogeneity from a heterogeneous humanity, America has emerged upon the stage of history the most powerful and Christian nation civilization has ever known.

The Things Which Belong

America has the industrial ingenuity, the economic resources, and the scientific skills necessary to put her to the front. Furthermore, as Dr. Goerner points out, the atomic bomb was perfected in America by an act of Providence.

We have freedom of religion, of speech, of action. We have, in terrifying abundance, the things which belong to peace as well as the things which can be used for war! We must be Christian now or, perhaps, never.

The things which make for peace must be more carefully handled than the things which make for war. In both areas, we must achieve a victory within ourselves, and share that victory with a peace-less world.

Choose Our Cue?

We are on the spot. It is our move. The attention of the world is focused upon the quality of our morality now. They know we have wealth. They know we have the bombs. They know that we occupy the leading role in the world's drama.

No nation, not even America, can choose its cue in God's drama. He gives the signals. He plans the play. An actor may try to choose when to act and when not, but he only succeeds in disqualifying himself as an actor. The show goes on.

In Acts 17: 26-27, Paul declares that God hath made of "one blood all nations of men for to dwell on all the face of the earth, and hath determined the time before appointed, and the bounds of their habitation." God sets the time and the place. He knows the purpose of it all, too—that nations should seek the Lord and find Him!

If America will play her divine role now, the world may come to realize the signal truth that "he be not far from every one of us"! If we fail now, the drama will go on without us, but at an awful cost to us and to the world. It is possible that America, like Israel of old, will not recognize the things that belong to peace?

Christianizing the Center

If America is to bring soundness to the world, she must be sound of soul. The sick do not look to the stricken doctor. The task of Christian leadership in the homeland is to diagnose the local malady and to prescribe a remedy.

Let us see ourselves as others see us. Others know that our Christianity is incompatible with the personal and national sins of America—debauchery on a national scale, unprecedented breakdown of marriage vows, unmitigated racial bigotry and pride demonstrated in "White Supremacy" and related themes, widespread disregard

(Continued on Page 37)

A few months ago we were greatly impressed by a sermon of Dr. Sanders immediately after his return from Europe where he spent several weeks attending the Baptist World Alliance and studying conditions.

This sermon, appearing here as a Guest Editorial, offers us both a hope and a challenge in these troubled times and seems most appropriate for our Christmas issue.—THE EDITOR.

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"Clewiston Has Had It's Face Lifted"

Situated on State Road 25, between Fort Myers and West Palm Beach, and in the heart of Florida's gigantic sugar industry lies the modern, progressive City of Clewiston. Although its residents have always been proud of the progress of their community, their gratification is today unbounded, and justifiably so, for the "new road" has been completed.

The original plat, filed in 1925, contained a dedication of 100 ft. for its main traffic artery. It was intended to construct a double drive

By A. WADE BLAKE, Chief Draftsman, First Division Office,
S. P. TURNBULL, Division Engineer.
(Based on information furnished by Wallace M. Wright, Senior Project Engineer in charge.)

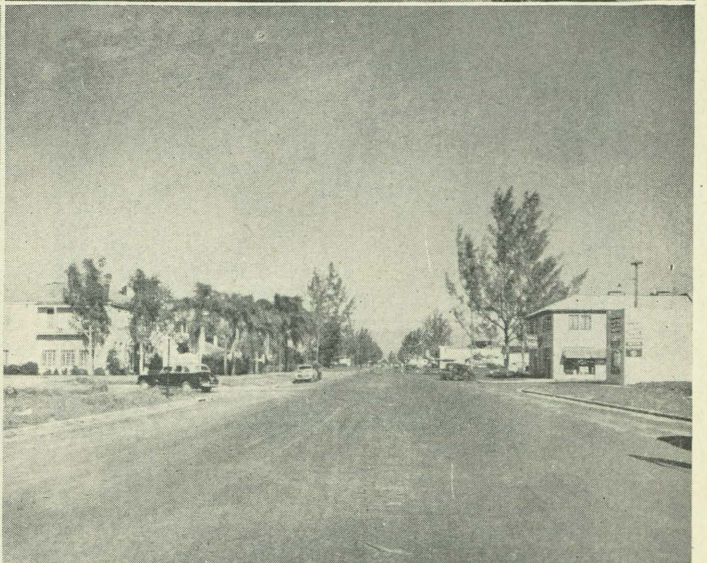
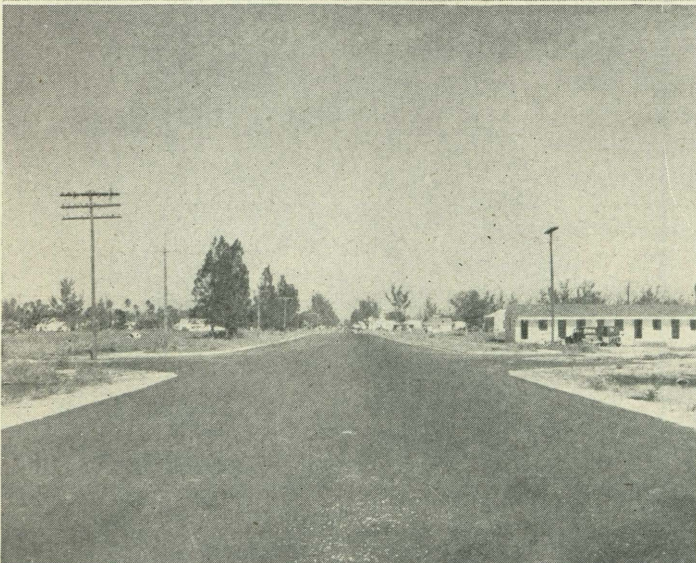
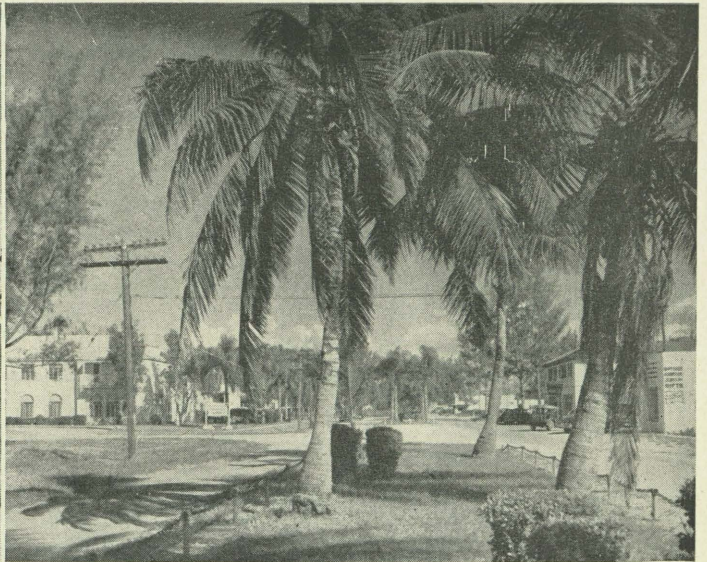
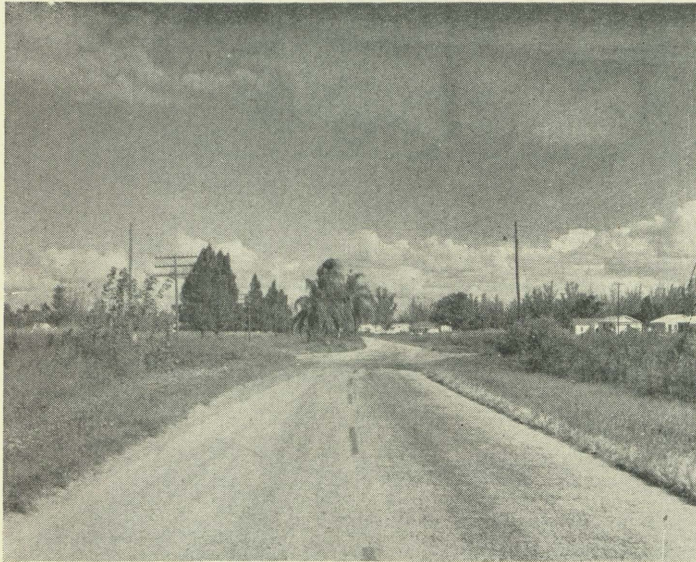
Photographs by the Writer

with a 20 ft. separating parkway, set with palm trees and ornamental shrubs. However, only the south lane was paved and this for a width of 20 ft. only, on Ocala lime rock base with a surface treated wearing surface. Approximately one-half mile, west of the east end of the project, the double drive ended and the pave-

ment followed the center line of the dedication.

Drainage was erratic, uncertain and inadequate and consisted of open roadway ditches of varying depths and widths, together with a heterogeneous collection of side drain pipes under the many driveways and parking areas.

As Clewiston's commerce and population increased, the road as originally constructed was soon outmoded and insufficient to meet increased traffic demands and parking facilities. This prompted the construction



Top left: West end of project, looking East prior to construction.

Bottom left: Taken from same position as photograph above, after construction had been completed. Building in right foreground was constructed during the building of the new road.

Top right: Showing the business section of Clewiston prior to construction and showing the old parkway with palms and shrubs in place and the narrow existing pavement.

Bottom right: Taken from the identical position as photograph above, after construction, showing curb and gutter, sidewalks, storm sewer inlets and the 60' pavement width.

T. K. JOHNSON

San Juan Garage

ORLANDO

CADILLAC

Sales — Service — Storage

F. W. MILLS, President

R. E. COLEMAN, Traffic Manager

**MODERN COACH
CORPORATION**

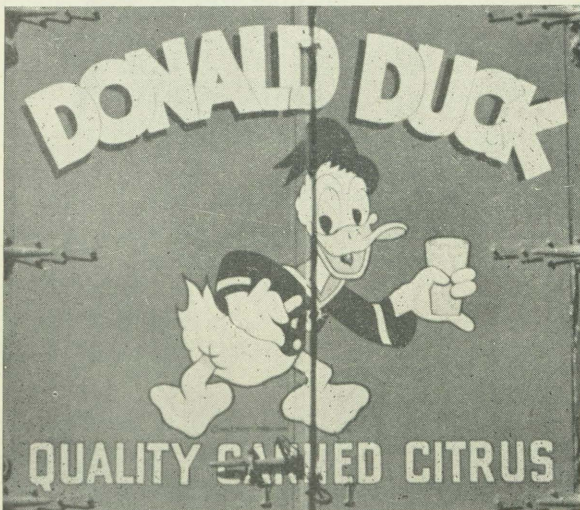
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**FLORIDA PORTLAND
CEMENT DIVISION**

GENERAL PORTLAND CEMENT COMPANY

of the new highway, completed during the month of August.

This new modern highway consists of an 8 in. lime rock base, 57 ft. in width with standard concrete curb and gutter; making a clear roadway width of 60 ft. Upon this base was constructed a one inch asphaltic concrete surface with a one and one-half inch binder course.

Concrete sidewalks were constructed in all sections, where non-existent, 5 ft. wide and 4 in. thick except in driveways where the thickness was increased to 6 in. and the width sufficient for existing conditions.

An elaborate storm sewer and sub-drainage system was constructed, the main line consisting of concrete pipe with an initial diameter of 24 in. and increasing by 6 in. increments to a final diameter of 48 in. Discharge is into a drainage canal at the east end of the project.

The main line is connected by 15 in. concrete pipes to inlets located at grade sumps and to ditch bottom inlets, constructed wherever existing ditches drain towards the project. A sub-drainage system, consisting of 6 in. perforated corrugated metal pipe, was constructed for 100 ft. on either side of all curb and gutter inlets, into which they discharge.

Schedule of Construction Operations

Prior to the beginning of construction, the palms and shrubs were removed from the parkway and reset by the City of Clewiston at locations designated by local residents.

Storm Sewer System

Construction of the storm sewer system was started February 19 of this year, at the discharge end of the project. Construction difficulties were immediately encountered due to a strata of rock located approximately 1.0 ft. above the flow line of the pipe.

By the use of dynamite this was removed to an elevation between 1.0 ft. and 1.5 ft. below the pipe flow line and backfilled with sand to the bottom of the pipe. This provided a cushion between the pipe and rock formation and materially assisted in de-watering the trench.

Dynamite charges were kept to a minimum and a sand mat was used to prevent damage to buildings in the proximity of the project. In several

short sections the rock formation lay 1.5 ft. to 2.0 ft. below the bottom of the pipe. Through these sections, piling was driven to the rock and cradling used to support the pipe.

Excavating for the pipe was performed by a two cubic yard Marion dragline, with a three-fourth cubic yard Loraine dragline constructing the sand cushion and backfilling behind the completed main. An International-Diesel tractor-crane was used in placing pipe, and moving equipment.

Construction of the main line was completed on March 11, after which the feeder lines were constructed to the inlet locations. The inlets were constructed to the bottom of the spillway slab and the manholes were built to the bottom of the castings.

The last item of this construction was the subdrainage system and was completed April 12. The contractor was B. B. McCormick & Sons, Inc. of Jacksonville, Florida, with Emory Hagler as superintendent and Mike Poague and Ray Williams as foremen.

Grading and Sub-Grade Treatment

Grading operations began March 31 with the excavation of muck areas and backfilling with borrow and selected material roadway excavation.

Through approximately one-half the length of the project, the soil survey indicated a stratum of muck underlying a stratum of high bearing value material. This made it necessary to strip this high bearing material, haul and place it in areas from which the muck had been previously excavated, then excavate and waste the muck stratum. Where the bottom of the muck stratum lay six inches or less beneath the subgrade, it was plowed and mixed with the stratum beneath it rather than excavated and backfilled.

Where practicable, lime rock salvaged from the existing base was spread to a depth of four inches loose and used as stabilizing material. The full width of the subgrade, for the entire length of the project was then plowed twelve inches deep with a Hester plow, mixed with a Seaman Pulvimixer and compacted in two courses. This resulted in an exceptionally stable subgrade, with the average bearing value of test samples run-

ning above 75 pounds per square inch.

Lime Rock Base

Ocala lime rock was originally specified for base material, but due to a shortage of gondola cars and to expedite delivery it was necessary to change to Miami lime rock, grade No. 2. This material was quarried by Starling and Delaney from their pit at South Bay, which made it possible to deliver by truck. The average haul distance was 17½ miles which required 35 to 40 trucks during the peak of this operation.

This rock ran 88% to 91% calcium and magnesium but was rather high in oxides and contained some clay. It was quarried under water and when possible was stockpiled at the pit to permit it to dry as much as possible before use.

The base was constructed in two courses, the material being spread by a TD-8 tractor with bulldozer. Each course was thoroughly tracked by the bulldozer as it was spread and after sufficient drying of the base, final compaction was obtained with 3-wheel, 10 ton rollers. As the base was constructed prior to the curb and gutter, a three foot space on each side was omitted. After construction and curing of the curb and gutter, these spaces were constructed ahead of the finishing operation.

As the width of 57 ft. made it impractical to use a template board to check the crown, it was checked at intervals not exceeding 100 ft. by an instrument.

All base material, except for turn-outs and intersections, was in place by May 27, and finishing followed the construction of the curb and gutter as closely as possible.

Curb and Gutter and Sidewalk

All curb and gutter, sidewalk, inlet spillways and caps were poured with a five cubic yard transit mixer, charged from a Blaw-Knox batcher plant located on the east end of the project. New steel forms were used throughout which resulted in excellent line and grade. The greatest difficulty encountered was the weather, for commencing in the middle of June, rains were an almost daily occurrence.

Concrete operations were practically completed by June 27.

(Continued on Page 38)

Partnership Plan Proves Successful At Modern Florida Quarry Operation

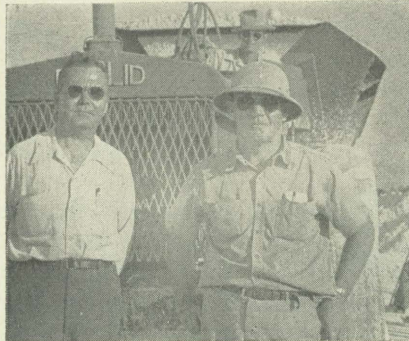
By WILLIAM M. AVERY

Reprinted by permission from March
issue PIT & QUARRY.

One of the most versatile and flexible new crushing and screening plants which has come to our attention in many a moon is Miami Crushed Stone Company's completely modern operation at Miami, Florida. This new concern is operated under a partnership arrangement by G. D. Monroe (formerly a partner in Bryan-Monroe Company, Raleigh, N. C.), E. N. Belcher, Sr., and J. E. Dodson, who are also partners in the operations of the Oolite Rock Company of Miami.

The two concerns (Miami Crushed Stone and Oolite Rock) function wholly independently except with respect to initial recovery operations, which are carried on in a 380-acre tract of oolitic limerock located due west of Miami. The Oolite Rock Company strips the overburden (which averages about 6 inches) and removes

This aerial view of the Miami Crushed Stone plant shows the complete production process from initial recovery (background) to loading the finished product into open-top cars (right foreground).



G. D. Monroe (left), formerly of Bryan-Monroe Company, Raleigh, N. C., is one of the partners in the Miami Crushed Stone Company. A. J. Clapp (right), general superintendent of the new plant, was also formerly associated with the North Carolina concern.

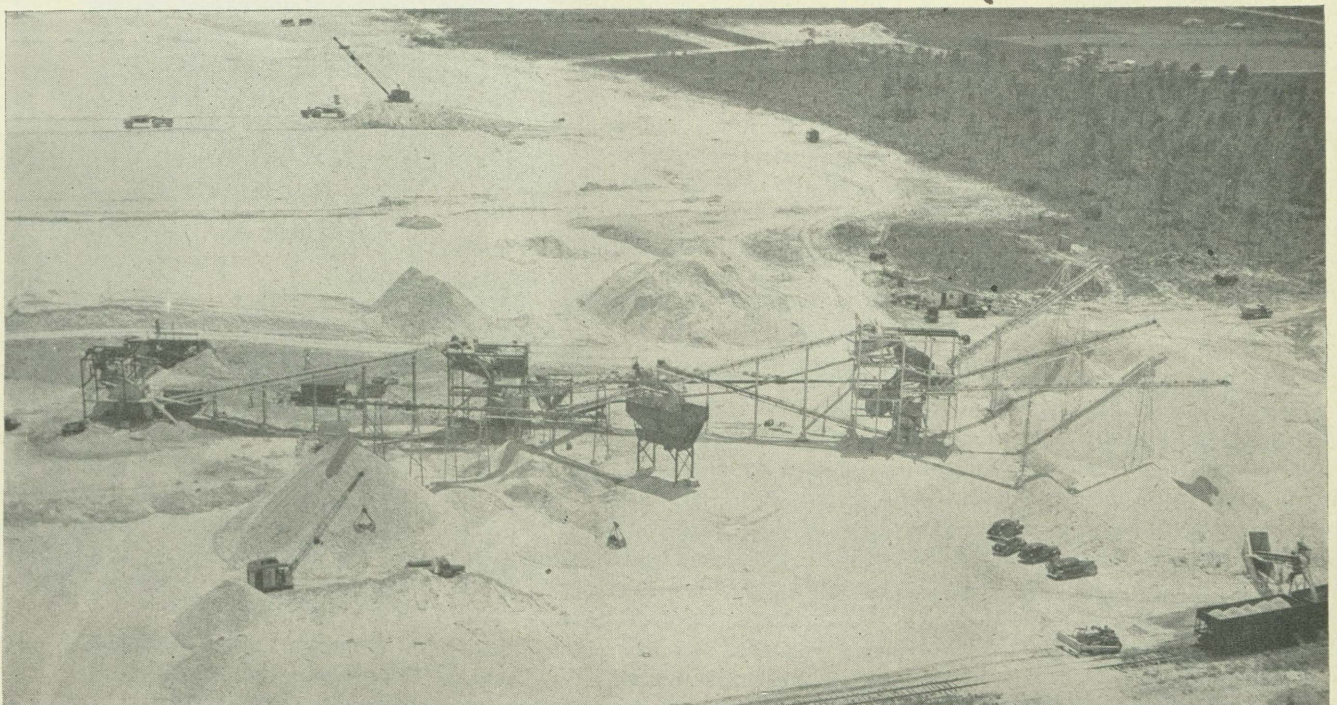
the top six or eight feet of rock with special plows attached to LaPlant-Choate hydraulic bulldozers. The stone thus recovered, amounting to about 4,000 tons per day, is marketed as road stone without any additional processing.

This initial "harvesting" operation goes down only to the water table, for at this level there is a definite change in the character of the stone. Miami Crushed Stone takes over at the water table and works down from

25 to 30 feet with dragline excavators. Two machines are operated—a P & H Model 955 with a $2\frac{1}{2}$ -cu.-yd. bucket and a 75-ft. boom, and a Koehring 801 with a bucket of the same size and a 60-ft. boom. Some adobe shooting is done from time to time to loosen up the bottom and to reduce oversize, but the heavy work is all done with the draglines.

Normally the P & H machine is used to recover and pile the stone in large windrows, in which it is allowed to dry for two or three weeks before being fed to the plant. The Koehring machine loads the material from the windrows into two 13-cu.-yd. Euclid bottom-dump trucks which make the short (1,500-ft.) haul to the plant. The trucks carry an average of $16\frac{1}{2}$ to 17 cubic yards of material per trip. As recovery operations move away from the plant the company plans to purchase additional haulage equipment of the same make.

The trucks dump on a bar grizzly with 10-in. openings through which oversize pieces are forced by means of Ingersoll-Rand jackhammers. The stone drops into a 40-cu.-yd. hopper which is mounted above a McLanahan & Stone 5- by 7-ft. reciprocating

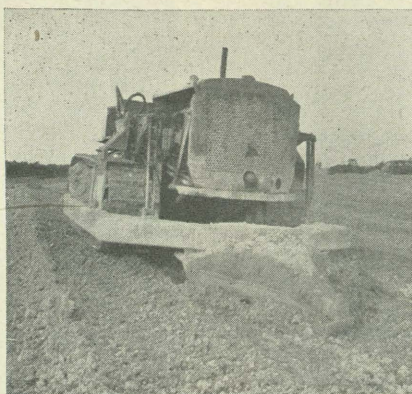


feeder. A 36-in. by 100-ft. inclined belt conveys the stone from the dumping station to the primary crusher. This conveyor, in common with 9 others distributed throughout the plant, is largely equipped with idlers, head and tail pulleys and belt take-ups furnished by the Continental Gin Company.

The No. 1 conveyor discharges onto a 4- by 8-ft. single-deck Allis-Chalmers Ripl-Flo screen by means of which minus 4-in. stone is permitted to bypass the primary crusher. Manganese skid bars above the perforated plate in the screen take most of the wear caused by large pieces of stone. Plus 4-in. material drops from the screen into a 36- by 60-in. Allis-Chalmers Fairmont-type single-roll crusher, set at 4 to 4½ inches.

A 36-in. by 140-ft. belt conveyor feeds the bypass material and the crushed stone from the primary crushing station to the No. 1 screening tower, where it discharges on a 5- by 12-ft. triple-deck Ripl-Flo screen. Here, and also at the No. 2 tower, high-pressure water from spray bars above the screen washes the stone and removes the screenings, which pass into a tub and are flumed to small settling tanks. The tanks are fitted with jets supplied with water from the high pressure line to float out fines and to break the material

Below, left: A view of the 2½-cu.-yd. dragline which digs out the material and piles it into windrows to dry. Right: Another 2½-cu.-yd. dragline loads the material from the windrows into 13-cu.-yd. bottom-dump trucks.



A closeup of the plow used by the Oolite Rock Company for the recovery of the top 6-ft. layer of material. The 13-tooth plow takes a bite 3 inches deep and about 4 feet wide and throws the rock under the tracks of the tractor for additional breaking.

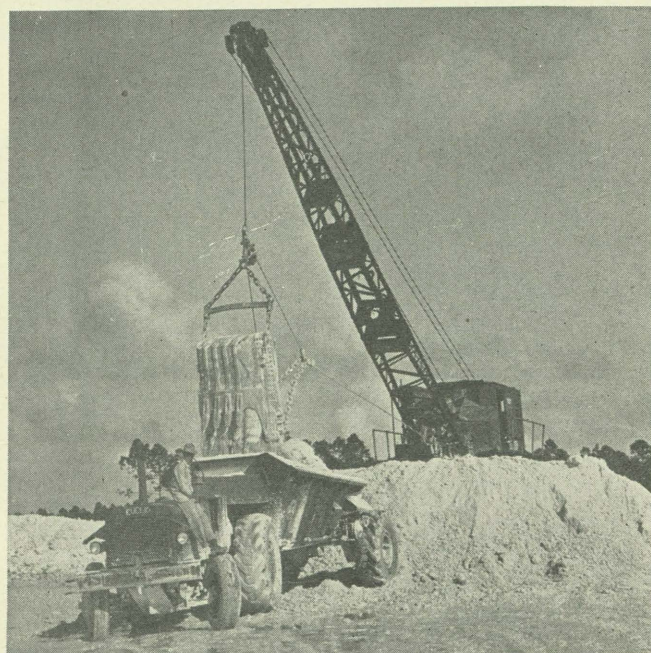
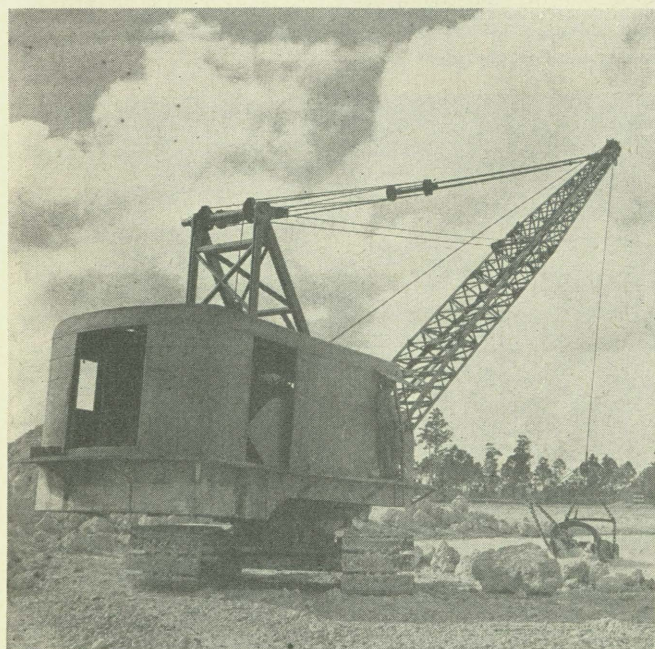
loose from the sides. All lime and silt are washed out of the material as it passes through a 24-in. by 20-ft. Eagle 2-screw washer. The screenings are carried by an 18-in. by 157-ft. belt conveyor to stockpiles from which both trucks and railway cars are loaded.

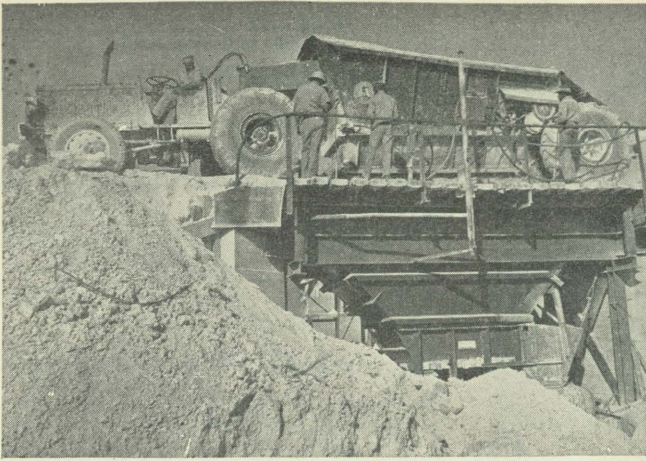
Minus 1-in. plus 3-16-in. material from the No. 1 tower drops onto a 20-in. belt and is conveyed to a 150-cu.-yd. 2-compartment bin from which trucks are loaded for local users. The bin is surmounted by a 3- by 8-ft. double-deck Cedar Rapids vibrating screen which makes a ½-in. separation, the minus ½-in. (or pea rock) size dropping into the 100-cu.-yd. compartment of the bin.

All plus 1-in. material off the No. 1 tower drops into a 21- by 42-in. McLanahan & Stone single-roll crush-

er for further reduction. A 24-in. belt conveys the material from this secondary crusher to the No. 2 screening tower, the belt discharging onto another 5- by 12-ft. triple-deck Ripl-Flo screen. Part of the 2-in. stone from the screen drops into a 36-in. Symons impact crusher arranged in closed circuit with the screen. The feed back is deposited on an 18-in. return belt which discharges on the main 24-in. conveyor to the top of the screening tower.

All minus ½-in. stone from the Ripl-Flo screen is chuted to a 3- by 8-ft. double-deck Cedar Rapids screen, from which screenings are flumed back to the settling tank. Three cantilever suspension-type belt conveyors feed finished sizes of stone from the No. 2 screening tower to stockpiles located over a reclaiming tunnel. The stock-piling conveyors (one 16-in. and two 18-in. belts) radiate from the tower to permit maximum storage of material over the length of the tunnel. The 24-in. by 359-ft. reclaiming conveyor is housed in a 7- by 7½-ft. reinforced-concrete tunnel. Adjustable manually-operated gates located at 15-ft. intervals throughout the length of the tunnel make it possible to blend different sizes of stone for specification work, and results so far have indicated that required amounts of various sizes can be supplied within 3 to 5 percent limits. An inclined conveyor at the discharge end of the tunnel elevates the material to a point from which it may be chuted into railway cars or trucks. A hinged dis-

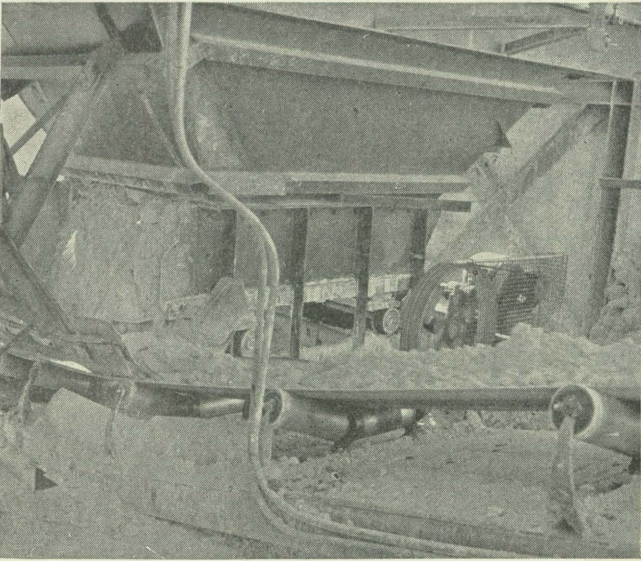




One of the bottom-dump trucks discharging on the roadway above the 40-cu.-yd. feed hopper.

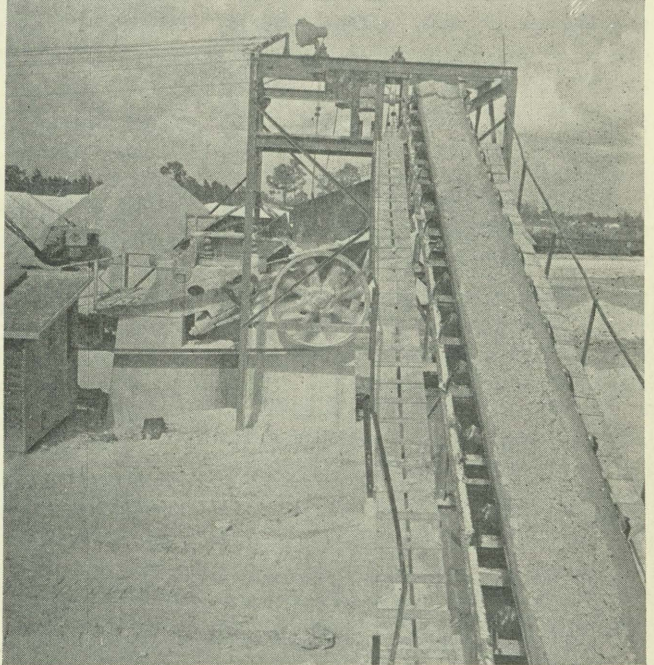


Oversize pieces are forced through the 10-in. openings of the grizzly with jackhammers.



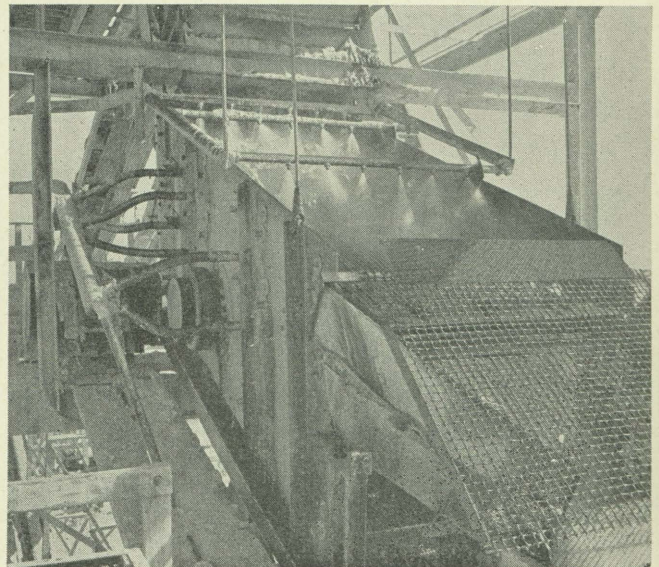
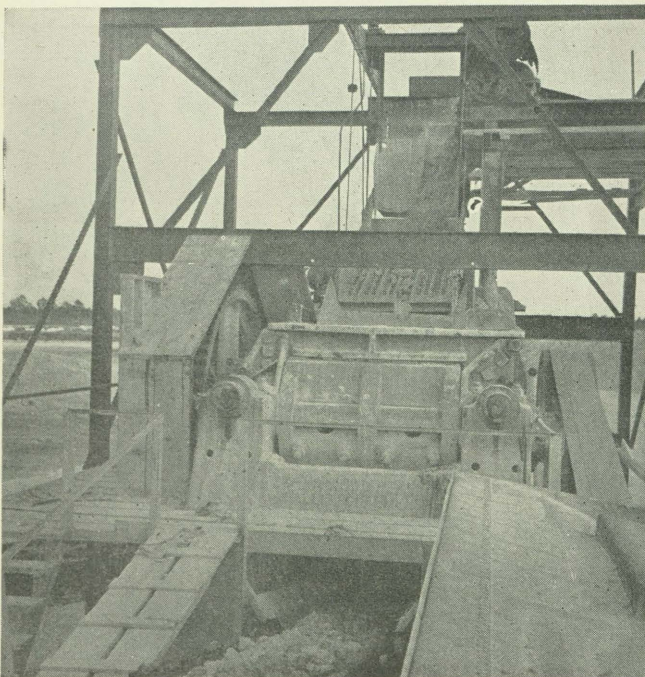
Above: A 5- by 7-ft. reciprocating feeder loads the stone onto a 36-in. belt conveyor.

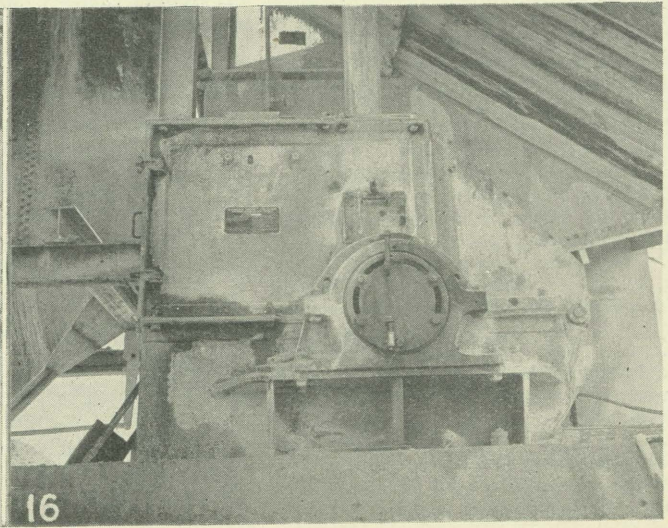
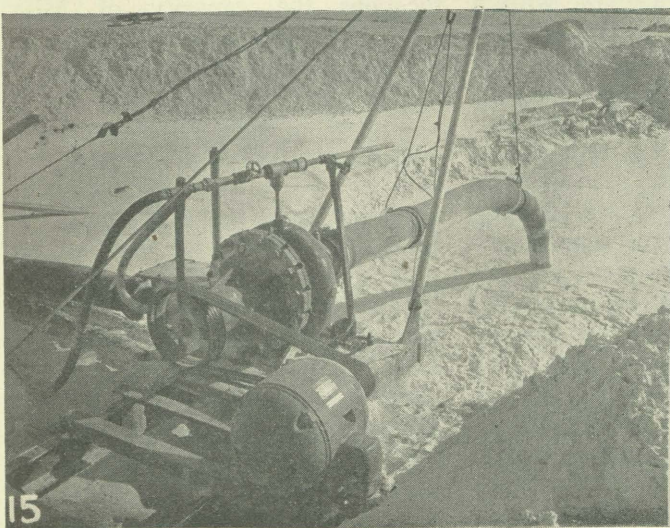
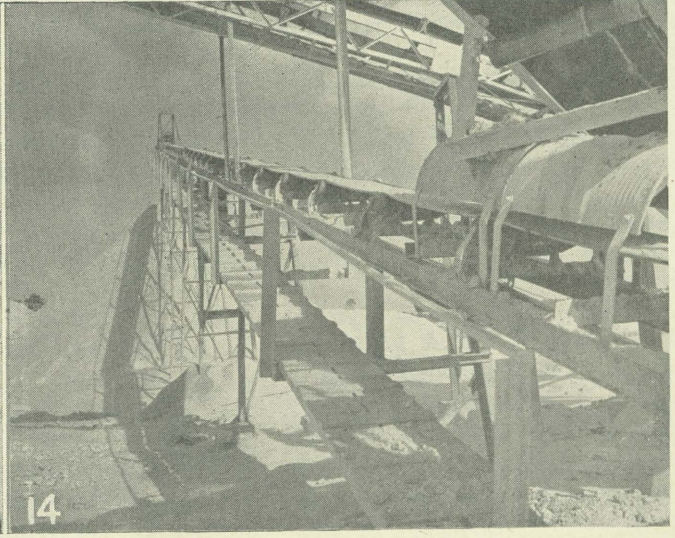
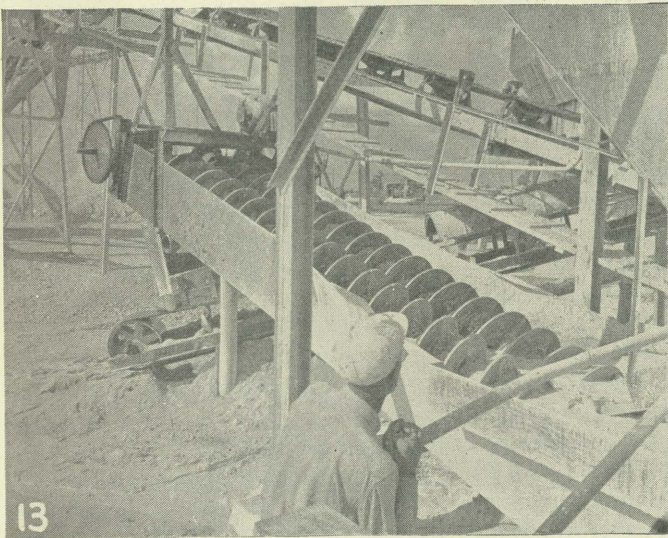
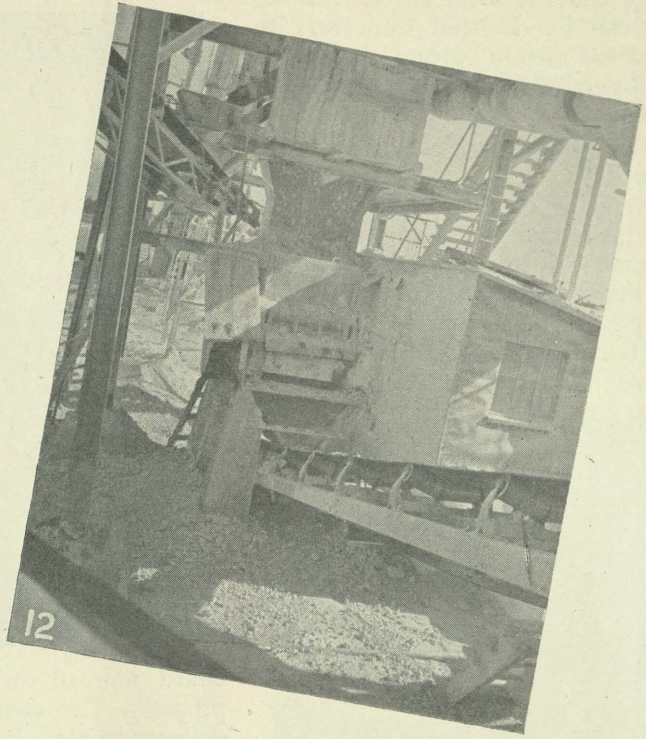
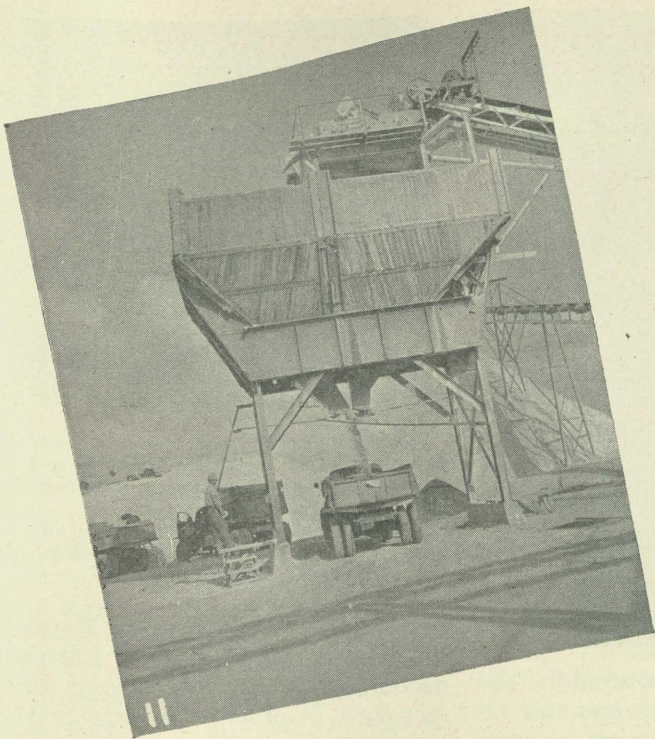
Below: A closeup of the scalping screen and the single-roll primary crusher.



Above: A view up the main belt conveyor. The 4- by 8-ft. single-deck scalping screen and the 36- by 60-in. primary crusher are visible in the background.

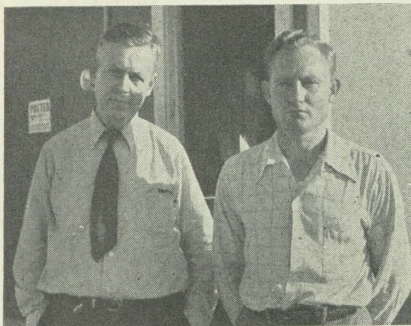
Below: One of the two 5- by 12-ft. three-deck vibrating screens used in the plant flow.





charge chute is so arranged that the flow can be diverted from cars to trucks by merely raising the chute. A full-sized car can be loaded in approximately 15 minutes, and 30 to 35 cars are commonly loaded out in a single day.

Water for the screen sprays, settling tanks and the Eagle washer is supplied with two 5- by 6-in. Berkely centrifugal pumps of 1,000-g.p.m. capacity each. Water at 75 pounds pressure is delivered to the 5- by 12-ft. screens by means of Allis-Chalmers



R. E. Kenney (left) is sales manager of the company, and W. A. Clamp, Jr., is cashier.

booster pumps located at the two screening towers. Silt, lime and extreme fines are flumed from the towers to an Allis-Chalmers solids handling pump and discharged into a waste pit. The company hopes to develop a market for this material some day.

This entire plant is operated on 220-volt alternating current supplied by the Florida Power & Light Co. There are 26 individual electric motor drives ranging from 5 to 150 horsepower, and totaling about 550 horsepower in all. The plant has an unusually strategic location with re-both the Florida East Coast and Seaspex to railway service; a 40-car siding has switch connections with

ILLUSTRATIONS ON PAGE 17

11. Trucks are loaded for local deliveries from this two-compartment, 150-cu.-yd. bin. The screen above is a 3- by 8-ft., two-deck unit used to make a 1/2-in. separation of the minus 1-in. stone.

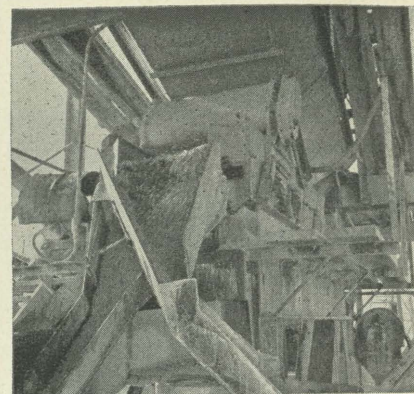
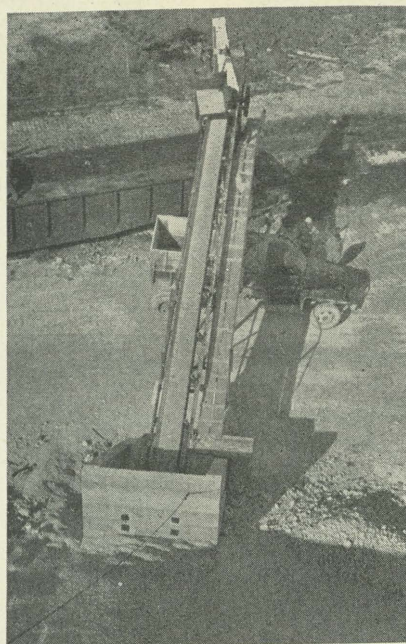
12. All oversized stone (plus 1-in.) from the No. 1 screening tower is recrushed in a 21- by 42-in. single-roll crusher.

13. Lime and silt are removed from the screenings by means of a 24-in. by 20-ft. two-screw washer.

14. The screw washer discharges to an 18-in. by 157-ft. belt conveyor, which in turn discharges the screenings to a stockpile.

15. Silt, lime and extreme fines removed in the washing process are pumped to a waste pit with this 6- by 8-in. solids-handling pump.

16. A part of the 2-in. stone from the secondary screening tower drops into a 36-in. impact crusher arranged in closed circuit with the 5- by 12-ft. screen.



By changing the cloth whenever necessary on this 3- by 8-ft. two-deck screen, any desired size of material can be produced at the secondary screening tower.

Left: A view from the top of one of the stockpiling conveyors shows the discharge end of the reclaiming tunnel.

board railroads which straddle the property. The company operates no delivery trucks, all materials for local use being sold f.o.b. plant. Shipments so far have all been within the state, to points as far north as Daytona Beach, Orlando and Tampa.

At present the plant is turning out seven different sizes of material, although existing facilities are adequate for the production of any size or blend which the market might demand. Highest production to date has been at a rate of a little more than 200 cubic yards per hour. Average output ranges between 160 and 175 cubic yards per hour. Approximately 50,000 cubic yards of finished materials are now stockpiled in the storage yard. Each of the three conveyor-fed stockpiles over the reclaiming tunnel contains about 6,000 cubic yards of material. Finished materials are re-handled, and cars and trucks are loaded from various stockpiles, with a 1/4-cu.-yd. Lima Paymaster clamshell which has a G. M. diesel drive. Other auxiliary operating equipment includes a Bucyrus-Erie TD-18 bull grader equipped with a 12-ft. blade. This machine is used for grading plant roadways, shifting cars and feeding stockpile material to the clamshell.

Construction at the plant site began in November of 1945, and the announced goal was to start operating not later than May, 1946. This starry-eyed optimism (in the face of existing strikes, and labor, material and equipment shortages) seemed little short of fantastic at the time. Obstacles and delays notwithstanding,

ing, material began flowing through the plant on May 13th, and full production was attained not long after that date. In order to adhere to the construction schedule, some of the crushing and screening equipment was shipped in by truck from the manufacturers' plants at Milwaukee, Wisconsin—a round-trip distance of about 3,000 miles. Although it took four days to roll the tractor and trailer units from Milwaukee to Miami, deliveries were made at least three weeks earlier than would have been possible by rail at the time. Since operations began, five concrete block plants have been established on adjacent property in order to have easy access to a dependable supply of aggregates. In Dade County alone, at the close of the war, more than a hundred concrete block plants were in operation, ranging in size from back-yard outfits to Maule's and Acme & Concrete Products Company's multiple Besser installations. From all indications the capacity of Miami Crushed Stone's plant will be booked solidly for as far into the future as anyone might care to look.

Depending upon the hours of operation, the plant crew averages from 20 to 30 men. A. J. Clapp, plant superintendent, came to the company with Mr. Monroe after three years as plant superintendent with Bryan-Monroe Company in North Carolina. He was plant superintendent for the Seminole Rock & Sand Company of Miami for more than 12 years. Other key men in the organization are R. E. Kenney, sales manager, J. R. Rankin, office manager, Cleo Watkins, plant foreman, and W. A. Clamp, Jr., cashier.

IT HAPPENED IN FLORIDA

By

JULIA REHWINKEL HOLLAND

Tampa traffic officers think this is the most amusing excuse ever given them by a violator when arrested. A woman came into the traffic office waving a parking ticket and exclaiming: "When I pulled into the parking place I saw the meter laying on the ground. But by the time I got back the meter was standing in place and there was this tag fastened to my car and I'm not going to pay. One of your men stood the meter up and gave me a ticket." The officer who had issued the parking ticket said the meter, set in concrete, was upright when he saw it.

State Highway Patrolman Dempsey of Tampa was investigating a wreck involving a train and an auto vehicle to the demolished car and started fastening chains. When asked who told him to pick up the car, he replied "The owner." "Sorry, buddy, unhook the chains," Dempsey ordered. "The owner was killed instantly."

A motorcycle, impounded by Miami police on August 16 when its rider was arrested on charge of riding it while drunk, has been located in Havana, Cuba. It was found to have been sold to Esteban Mulkay by a dealer on August 18, but police are still wondering how it was taken from the garage where it was impounded.

Charles F. Williamson of Thomasville, Georgia, turned sharp on a Tallahassee street on a recent night and ran his motorcycle into a State highway patrol car and plenty of trouble, according to Leon County Sheriff Frank Stoutamire.

Ernest Thompson, 22-year-old negro of Coconut Grove, who rented three apartments when he had only two to offer, must wish he didn't talk so much. When brought before Judge Ben C. Willard, he admitted he had only two apartments to let and they belonged to his mother, but he declared his grandfather stood ready to pay back the money he had collected from three women without

furnishing either with an apartment. The grandfather said he was ready to pay back the money if the judge would set his grandson free, but Judge Willard said they didn't bargain in his court and sentenced Thompson to nine months in county jail.

Leon County Sheriff Frank Stoutamire has located the wagon he reported missing from a Tallahassee dump pile where it had been left to be unloaded. A man and his wife, finding the wagon at the garbage dump, hooked it to their car and pulled it home.

The giant skeleton of a whale 40-odd feet long and with a head measuring seven feet is on display at the store of Willie L. Spears in Spring Creek, Wakulla county. Spears and some friends removed the skeleton from Skeleton creek, a mile east of Aucilla river, and reassembled the head, one lower jawbone, some 43 vertebrae and a flipper. It is considered unusual for whales to come into warm waters and how the behemoth made its way up the river is a mystery.

Jimmie Metts, 9, of Coral Gables, must be the envy of much older hunters. He bagged a fox with his bow and arrow in a vacant lot near his home.

Sarasota's Snake Club has returned home after appearing on a radio program in New York, where they bumped into Frank Sinatra and draped a snake around his neck so Life magazine photographers could record the event for posterity. They also visited Washington, D. C., where the U. S. Department of Agriculture approved their propagation and protection of harmless snakes as an asset in the food conservation program, but White House guards wouldn't let them and their snakes pose with President Truman.

Wakulla and Franklin counties operate the only known stationary seine yards in the United States and for two-month period each year—October and November—half a dozen yards in the two counties catch between 750,000 and 1,000,000 pounds

of fish. The annual payroll of the mullet fishing industry is these counties approximates \$300,000.

The first annual Baker County Pine Festival was staged at Macclenny on November 22. Miss Gloria Yarborough, a junior in Macclenny High School, was winner of the beauty contest and was crowned queen of the festival. Awards were presented to four student winners of a county-wide school essay contest on the subject, "Pine Trees In Our Daily Lives," and Pine tree certificates, awards of the Florida Forest and Park Service and the State Chamber of Commerce, were presented to four Baker county men.

Regatta, Inc. has been organized in West Palm Beach to direct the first big-time rowing regatta ever held in South Florida, which is to be held on Lake Worth January 3. Yale and Penn Universities have accepted invitations to race in the event. This regatta is planned as an annual event, but sponsors contemplate future expansion to include all the nationally outstanding crews in a big mid-winter water carnival.

Miss Niki Vasilake, Tarpon Springs curio shop manager, recently acted with Lon Chaney, Jr., in the movie, 16 Fathoms Deep, filmed at Tarpon Springs.

Ethelyn Clark, former partner and wife of Joe Howard, whose most famous song is "I Wonder Who's Kissing Her Now" lives in Miami. She says the famous song was not written for her but for John Barrymore, who was at that time singing the leading male role in a musical show in Chicago.

In Miami, Mrs. Lon A. Warner at 82 is writing her autobiography, planning a dog book, collecting philosophic verses to cheer her friends and keeping up almost continual correspondence with her many acquaintances. The former newspaperwoman was born in Leavenworth, Kansas, on April 9, 1865, the day General Robert E. Lee surrendered to General Ulysses S. Grant, and she says her formula for living so long is she has no nerves, no allergies, complexes or phobias or any of the modern vices.

Just about the happiest couple you will find anywhere are Mr. and Mrs. Lawson P. Kiser of Valrico, who gave up city life for farm and love it. Mr. Kiser was a bond and insurance sales-

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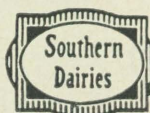
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man in Atlanta before he took over the farm that had belonged to his grandfather, and Mrs. Kiser was a member of the Tampa bar before her marriage.

The Bombadiers' club of Tallahassee has "adopted" Antonio Rianna, 14-year-old Italian boy, through the Foster Parents' Plan for war children. They had been caring for a 15-year-old Dutch boy for more than a year, but recently he ceased to need their assistance.

Mrs. Esther Wilson, a personable little lady of 72, who once taught Spanish at Stetson University, is pursuing an unpaid occupation in a tiny Tampa shop. She spends her time clipping pictures from magazines, pasting them in scrapbooks, knitting and crocheting "little warm and colorful things," or packing huge boxes of woolen afghans, foot cozies or bed cozies or bed socks and odds and ends for shipment to one of six colonies in Europe to bring gladness and warmth to European "war children."

In Tallahassee, Mr. and Mrs. T. P. Weaver celebrated their golden wedding anniversary a few days ago.

Simon and Regina de Brown, who were born in Arnheim, Holland, and married in Chicago after arriving in this country, recently celebrated fifty years of marriage in Miami.

Carl McCoy of Tallahassee, a blind student at the University of Florida, Gainesville, finds his way about the campus with amazing accuracy. He graduated from the State School for the Blind in St. Augustine before coming to the University of Florida. He intends to major in economics.

Another student of the University of Florida is Farid Hussein, who graduated from the University of Cairo and is now working for his master's degree at Gainesville. He is one of 400 Egyptian youths studying in the United States on Egyptian government scholarships. Hussein first studied at the University of California, but decided Florida offered a better field for studying citrus growing and processing than California.

After reading imported American aviation magazines, 18-year-old Robin Wo bun Fung of Hong Kong, China, decided to come to this country to study aviation. He has enrolled in both the flight and technical divisions of Embry-Riddle School of Av-

iation of Miami. At one point in his training when his instructor became impatient, Robin asked him to use two pencils as chopsticks. The instructor protested he didn't know how. Robin said: "One can learn only with patience."

Gordon Maddox of Campbellton,

near Marianna, was the only boy among the 180 youngsters attending a future homemakers district conference at Tallahassee. Miss Irene Winterle of Tallahassee was nominated for state president of the Future Homemakers of America from district II.

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Take a dash of hibiscus, a helping of sun. Mix with the wash of rolling surf. Add the dust of a thousand stars and serve to the laughter of a million guests. That's Dade County—a recipe for healthful living in south Florida.

Long a focal point for thousands of annual visitors, Dade County is now the fastest-growing area in the United States. Hundreds of guests have come and stayed—stayed long enough to decide that if there's an end of the rainbow, its to be found in a gold pot of citrus groves, acres of cattle land, and miles of ocean-swept bathing beach.

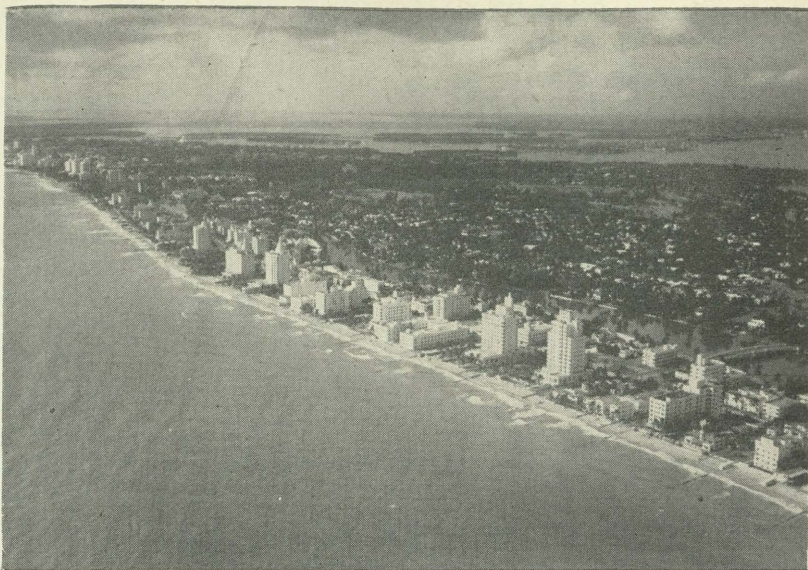
There are some 512 hotels in Dade County alone. It's significant to note that more than 200 resort hotels remained open—and filled—during the past summer, additional proof that Dade County is fast-becoming the year-round residence for hundreds who would ordinarily journey south only with the year's first snow flurries.

As a dairy region, Dade County is unexcelled in all of southeastern United States. Acres of grazing lands

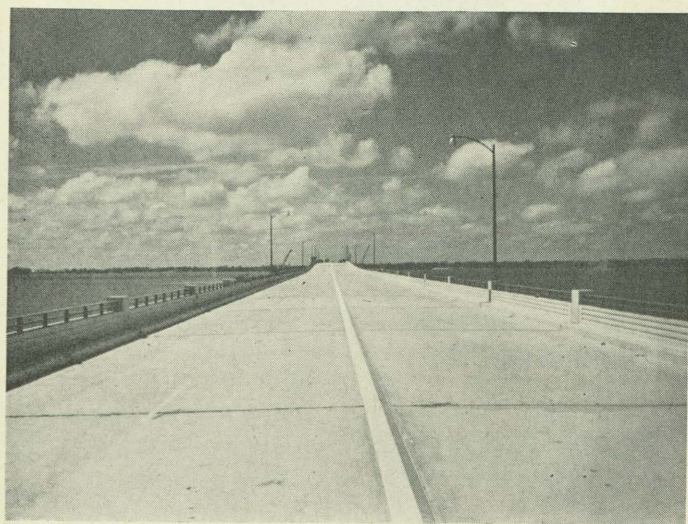
have brought to Florida a cattle industry which rivals Texas as today's range land. Truck farming has also brought Dade County into the realm of a leading agricultural center. More than 50,000 acres of land are now under cultivation and the number will be greatly increased within the next few years. Beans, Tomatoes and potatoes are only a few of the farm products which find a ready market, not only in the Miami area, but throughout the State.

But the biggest asset to Dade County is its far-flung public park system. Crandon Park on Key Biscayne, just four miles from Miami, is the newest addition to a series of park projects which are the most ex-

tensive in the entire United States. Key Biscayne, island site of Crandon Park, is linked to the Miami mainland by the \$6,000,000 Rickenbacker Causeway, opened to the public in November. The new resort attraction provides more than two miles of ocean bathing beach and 1600 acres of landscaped grounds. Within the park, five miles of picturesque limestone rock roads wind beneath the shade of thousands of coconut palm trees. Barbecue pits and picnic groves dot the island. A miniature railway for youngsters, archery ranges, and swimming pools—these are all part of a recreational program which will assure the Dade County visitor the utmost in healthful living.



Fabulous hotel gold coast of Miami Beach on the blue Atlantic Ocean.



RIBBON OF CONCRETE—The Rickenbacker Causeway sweeps in a graceful arc across Biscayne Bay to palm-shaded Crandon Park, site of Dade County's newest year-round playground.



More than two miles of sweeping beach binds the palm-shaded picnic grounds of Crandon Park with the gentle roll of the Gulf Stream.

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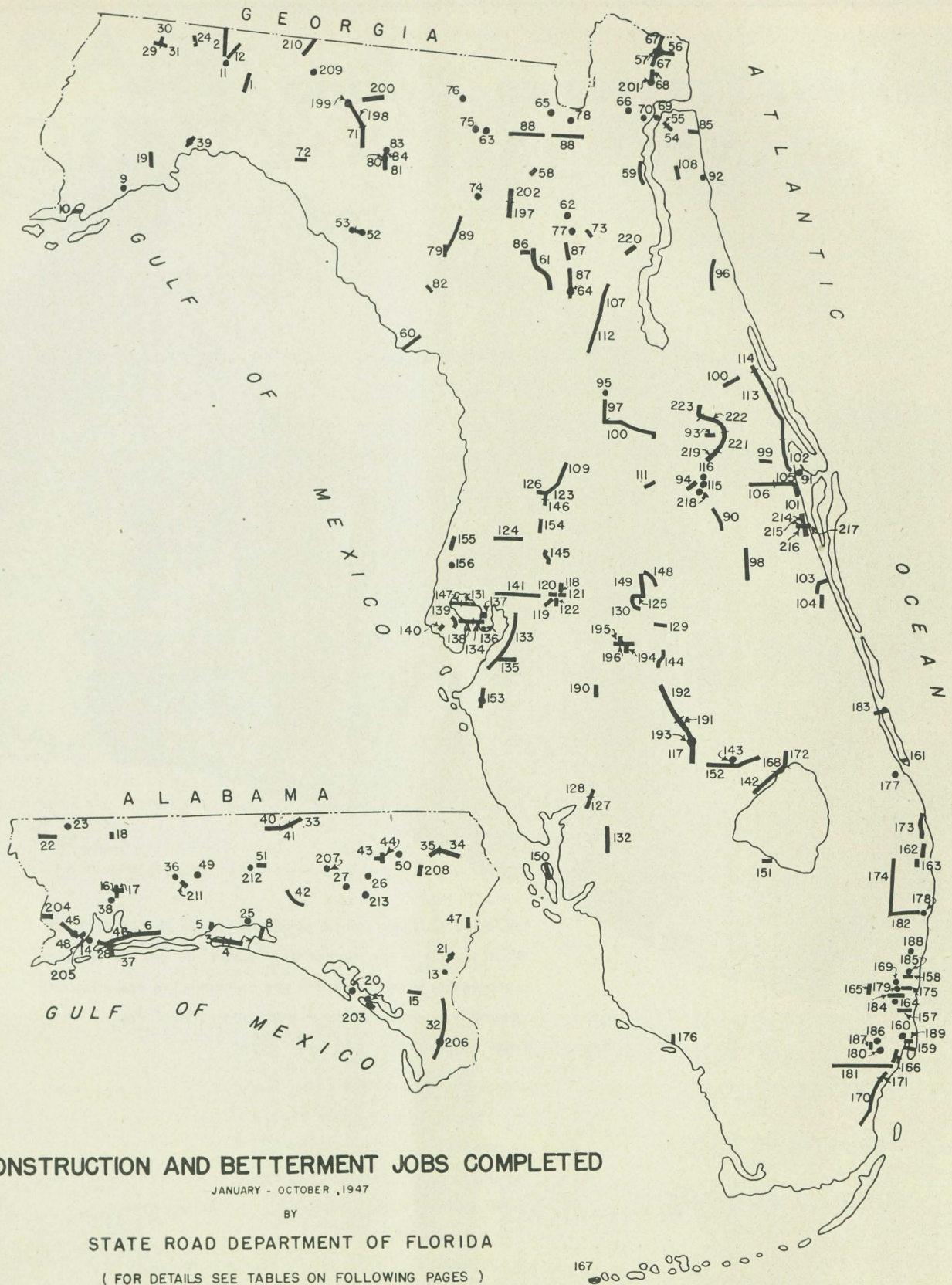
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DESCRIPTION OF JOBS COMPLETED

January through October, 1947

No.	County	State Road No.	Job Number	Type of Construction	Length (Miles or Feet)	Location	Construction Agency	Month Started	Month Completed	Cost (Contract or Estimate)
1.	Jefferson...	59	5406-104	Sand Clay Surface Treated...	8.9	Wacissa to Lloyd...	Peacock Construction Co.	12-45	1-47	\$44,174.89
2.	Leon...	155	5511-103	Sand Clay Surface Treated...		Tallahassee to Georgia State Line...	Leon County	4-46	1-47	10,167.00
3.	Okaloosa...	30	5703-108	SBRM Retread...	5.1	Between East Pass and Walton County Line...	Smith Engineering & Construction Co.	12-46	1-47	35,571.08
4.	Okaloosa...	30	5703-109	SBRM Retread...	2.0	Between East Pass and Walton County Line...	Smith Engineering & Construction Co.	12-46	1-47	4,757.87
5.	Okaloosa...	85	5704-105	SBRM Retread...	1.5	SR 397 to Niceville...	Smith Engineering & Construction Co.	12-46	1-47	10,046.82
6.	Santa Rosa...	30	5803-106	SBRM Retread...	3.5	SR 87 to Okaloosa County Line...	Smith Engineering & Construction Co.	12-46	1-47	9,330.61
7.	Walton...	30	6002-104	Retread Surface...	4.3	Okaloosa County Line to 4 mi. East...	Smith Engineering & Construction Co.	12-46	1-47	29,895.72
8.	Walton...	83	6004-902	Seawall...		Choctawhatchee Bay Fill...	State Forces	7-46	1-47	90,042.00
9.	Franklin...	30	4904-106	Rebuild 3 Bridges...		Between Carrabelle and St. Teresa...	State Forces	12-46	2-47	11,400.00
10.	Franklin...	30	4901-904	Rebuild Seawall...		Apalachicola Bay Fill...	State Forces	1-46	2-47	29,045.00
11.	Leon...	20	5508-105	Culvert...		In Tallahassee...	State Forces	11-46	2-47	9,417.00
12.	Leon...	151	5513-102	Sand Clay Surface Treated...	9.0	Tallahassee to 9 miles N.E.	Glen G. Searing	4-47	4-47	15,305.06
13.	Calhoun...	71	4702-107	2 Bridges...		Between Gulf County Line and Chipola River...	Coggin & Deermont	8-46	5-47	67,707.93
14.	Escambia...	30	4810-103	Rebuild Bridge...		Pensacola Bay Bridge...	Hardaway Construction Co.	9-46	5-47	236,476.00
15.	Gulf...	22	5103-103	Retread Surface...	3.0	Bay County Line to 3 mi. East...	Faulk and Coleman	9-46	5-47	18,512.08
16.	Santa Rosa...	87	5805-202	Sand Clay Surface Treated...	1.2	SR 10 to North Limits Milton...	Covell Construction Co.	8-46	5-47	53,691.65
17.	Santa Rosa...	191	5809-201	Sand Clay Surface Treated...	0.2	In Milton...	Covell Construction Co.	8-46	5-47	5,769.47
18.	Santa Rosa...		5812-101	Sand Clay Surface Treated...		Parking Area at Farmers Market at Jay...	State Forces	11-46	5-47	6,000.00
19.	Wakulla...	377	5903-104	Widen Retread Surface...	3.8	Ocklockonee River to 3.8 mi. North...	Marion Construction Co.	9-46	5-47	32,945.18
20.	Bay...	30	4602-107	Electric Equipment...		East and West Bay Bridge...	Hendry Construction Co.	9-46	6-47	54,053.20
21.	Calhoun...	71	4702-106	Bridge and Approach...	0.8	Chipola River...	Patton, Dunn & Kershaw	1-46	6-47	170,745.75
22.	Escambia...	4	4814-105	Sand Clay Surface Treated...	9.2	Davisville to Byrnnville...	Smith Engineering & Construction Co.	10-46	6-47	61,253.52
23.	Escambia...	62	4814-301	Signals...		L. & N. R.R. at Century...	L. & N. R.R. Co.	6-47	6-47	8,000.00
24.	Leon...		5500-102	SBRM...		Lake Jackson to Gadsden County Line...	Leon County	10-46	6-47	18,160.00
25.	Walton...	20	6003-105	Bridges and Culverts...		On State Road 20...	Smith Engineering & Construction Co.	12-46	6-47	16,371.11
26.	Washington...		6100-102	Bridge...		Reddick Bridge over Alligator Creek...	State Forces	11-46	6-47	9,753.15
27.	Washington...		6100-103	Bridge...		Alligator Creek Bridge and Approach...	State Forces	11-46	6-47	8,697.25
28.	Escambia...	399	4800-103	Shell Base SBRM Surface...		Santa Rosa Sound Bridge to Pensacola Beach...	Smith Engineering & Construction Co.	4-47	7-47	13,795.70
29.	Gadsden...	10	5001-106	Widen, Retread Surface...		SR 267 to SR 10...	Faulk and Coleman	9-46	7-47	44,057.62
30.	Gadsden...	12	5002-108	Retread Surface...	0.5	In Quincy...	Faulk and Coleman	9-46	7-47	5,159.32
31.	Gadsden...	10	5003-102	Retread Surface...	0.1	In Quincy...	Faulk & Coleman	9-46	7-47	1,147.68
32.	Gulf...	71	5102-903	Mineral Seal...	11.9	Between Port St. Joe and Wewahitchka...	Smith Engineering & Construction Co.	7-47	7-47	9,052.43
33.	Holmes...	2	5205-104	Sand Clay Surface Treat M.S.		Walton County Line to SR 81...	State Forces and Coggin & Deermont	10-46	7-47	5,951.02
34.	Jackson...		5300-104	Sand Clay Surface Treat M.S.		SR 347 to SR 69...	State Forces	9-46	7-47	52,338.00
35.	Jackson...	164	5318-101	Sand Clay Surface Treat M.S.		SR 71 to Old SR 519...	State Forces	11-46	7-47	65,033.00
36.	Okaloosa...	4	5708-103	Bridge...	775 ft.	Blackwater Creek Bridge...	Moore Construction Co.	1-46	7-47	81,152.27
37.	Santa Rosa...	399	5800-104	Shell Base SBRM Surface...		SR 30 to Santa Rosa Sound Bridge...	Smith Engineering & Construction Co.	4-47	7-47	5,133.68
38.	Santa Rosa...		5800-301	Signals...		L. & N. R.R. in Milton...	L. & N. R.R. Co.	7-47	7-47	3,154.00
39.	Wakulla...	61	5901-108	Bridge and Approaches...		Dry Creek Bridge...	Peterson & Reinhardt	7-46	7-47	86,676.90
40.	Walton...		6013-101	Sand Clay Surface Treated...		SR 83 to Darlington...	State Forces and Coggin & Deermont	7-46	7-47	10,442.68
41.	Walton...		6013-104	Sand Clay Surface Treated...		Darlington to Holmes County Line...	State Forces and Coggins & Deermont	10-46	7-47	3,411.40
42.	Walton...		6014-101	Sand Clay Surface Treated...		Eucheanna to SR 81...	State Forces and Coggins & Deermont	7-46	7-47	10,613.25
43.	Washington...	10	6101-109	Retread Surface...		In Chipley...	Coggin & Deermont	7-47	7-47	4,337.65
44.	Washington...	77	6108-106	Retread Surface...		In Chipley...	Coggin & Deermont	7-47	7-47	3,663.18
45.	Escambia...	10A	4801-108	Widen—Retread...	7.8	West of Pensacola...	Smith Engineering & Construction Co.	12-46	7-47	124,816.27
46.	Santa Rosa...	30	5803-901	Mineral Seal...	22.8	Pensacola Bay Bridge East...	Smith Engineering & Construction Co.	6-47	7-47	16,671.78
47.	Calhoun...	69	4703-101	Sand Clay Surface Treated...	4.1	Blountstown North...	John A. Benton Construction Co.	10-46	8-47	108,151.61
48.	Escambia...	10	4802-109	Rebuild Bridge...		Marcus Bayou...	Smith Engineering & Construction Co.	5-47	8-47	15,900.00
49.	Okaloosa...	85	5705-301	R.R. Crossing Signals...		In Crestview...	L. & N. R.R.	7-47	8-47	7,800.00
50.	Jackson...		5303-301	R.R. Signals...		In Cottdale...	L. & N. R.R.	8-47	9-47	9,050.00
51.	Walton...		6015-101	SCST...		Farmers Market, DeFuniak Springs...	State	12-46	9-47	2,000.00
52.	Dixie...	55	3001-201	RBST Bridge...	0.6	Steinhatchee Relief Bridge and Approach...	Peterson & Earnhart	1-46	1-47	54,310.62
53.	Dixie...	55	3001-202	Bridge...	0.1	Steinhatchee River Bridge...	Peterson & Earnhart	1-46	1-47	44,339.47
54.	Duval...	212	7219-103	R.B. Asp. Concrete Surface...	2.1	SR A-1-A to Lovegrove Road...	Duval Engineering & Construction Co.	12-45	1-47	381,318.89
55.	Duval...	212	7219-104	R.B. Asp. Concrete Surface...	1.0	Lovegrove Road to Old Hogan Road...	Duval Engineering & Construction Co.	6-46	1-47	217,056.93
56.	Nassau...	200	7406-106	Retread Surface...	9.2	SR 5 to Fernandina...	R. T. Gordon Co.	8-46	1-47	125,124.82
57.	Nassau...	5	7402-105	Retread Surface...	0.3	Wye at Yulee...	R. T. Gordon Co.	8-46	1-47	5,045.55
58.	Union...		3903-101	Rock Base Surface Treated...		State Prison Farm at Raiford...	Duval Engineering & Construction Co.	12-46	1-47	10,329.46
59.	Clay...	15	7102-108	Re-work—Widen—RBST...	11.1	Green Cove Springs to Orange Park...	Duval Engineering & Construction Co.	9-46	2-47	94,396.69
60.	Levy...	24	3407-902	Rebuild Shoulders...	9.3	Cedar Keys to SR 345...	State Forces	6-46	2-47	3,588.00
61.	Alachua...	25	2601-104	Widen Br. and Culv. Retread Surface...	8.4	Marion County Line to Gainesville...	J. H. Craggs Construction Co.	6-46	2-47	82,153.50

DESCRIPTION OF JOBS COMPLETED

January through October, 1947

No.	County	State Road No.	Job Number	Type of Construction	Length (Miles or Feet)	Location	Construction Agency	Month Started	Month Completed	Cost (Contract or Estimate)
62.	Bradford....	200	2801-305	Signals.....		G. S. & F. R.R. near Hampton.....	G. S. & F. R.R.....	3-47	3-47	2,800.00
63.	Columbia....	10	2901-303	Signals.....		G. S. & F. R.R. at Watertown.....	G. S. & F. R.R.....	3-47	3-47	2,750.00
64.	Alachua....	200	2606-106	Widen Bridge.....	34 ft.	Near Lockloosa.....	J. H. Craggs Construction Co.....	3-47	4-47	3,700.12
65.	Baker.....	127	2700-112	Bridge Repairs.....		Cedar Creek Bridges.....	State Forces.....	4-47	4-47	2,875.00
66.	Duval.....		7200-308	Signals.....		On Kings Road near Lacey.....	G. S. & F. R.R. Co.....	4-47	4-47	3,600.00
67.	Nassau.....	5	7402-104	Widen Retread Surface.....	11.7	Nassau Marsh to St. Marys River.....	Duval Engineering & Construction Co.	11-46	4-47	152,466.00
68.	Duval.....	5	7206-105	Widen Retread Surface.....	1.6	Inconstantion Creek to Nassau County Line.....	Duval Engineering & Construction Co.	1-47	5-47	46,514.87
69.	Duval.....	13	7216-902	Fenders.....		St. Johns River in Jacksonville.....	Cleary Bros. Construction Co.....	4-47	5-47	4,990.00
70.	Duval.....		7200-306	Signals.....		Boulevard Ave. and Moncrief St. in Jacksonville.....	G. S. & F. R.R. Co.....	4-47	5-47	5,700.00
71.	Lafayette....	53	3305-102	SBRM and Bridges.....	9.1	SR 20 to Madison County Line.....	L. L. Hall Construction Co.....	3-46	5-47	134,243.55
72.	Taylor.....	30	3809-102	Rock Base Surface Treated.....	4.9	Hampton Springs to Perry.....	L. L. Hall Construction Co.....	12-46	5-47	111,578.78
73.	Clay.....	100	7104-901	Culvert and RBST.....	0.5	Near Lake Geneva.....	State Forces.....	8-46	6-47	37,606.00
74.	Columbia....	25	2903-105	Widen Bridge and Culvert.....		Santa Fe River to Lake City.....	N. P. Ives Construction Co.....	9-46	6-47	40,882.72
75.	Columbia....	100	2904-104	Widen Bridges and Culverts.....		Lake City to Suwannee River.....	N. P. Ives Construction Co.....	1-47	6-47	15,789.68
76.	Hamilton....	100	3201-107	Widen Bridges and Culverts.....		Columbia County Line to Georgia State Line.....	N. P. Ives Construction Co.....	1-47	6-47	72,961.06
77.	Alachua....	200	2605-107	Bridge.....	255 ft.	Santa Fe River Bridge.....	Duval Engineering & Construction Co.	1-47	7-47	58,290.85
78.	Baker.....		2700-901	Bridge Repairs.....		Smith Bridge N.W. SR 23.....	State Forces.....	6-47	7-47	2,640.00
79.	Gilchrist....	49	3103-106	Rock Base Retread Surface.....	0.5	In Trenton.....	J. H. Craggs Construction Co.....	2-47	7-47	43,709.64
80.	Lafayette....	51	3304-107	Bridge.....	684 ft.	Suwannee River Bridge.....	L. J. & W. L. Cobb, Inc.....	2-46	7-47	312,190.93
81.	Lafayette....	51	3304-110	SBRM.....	0.2	South Approach to Suwannee River Bridge.....	L. J. & W. L. Cobb, Inc.....	2-46	7-47	4,846.72
82.	Levy.....	55	3405-103	Rock Base Surface Treated.....	0.9	In Chiefland.....	J. D. Manly Construction Co.....	11-46	7-47	64,813.09
83.	Suwannee....	51	3706-105	3 Bridges.....	726 ft.	Suwannee River Relief Bridges.....	L. J. & W. L. Cobb, Inc.....	2-46	7-47	103,318.85
84.	Suwannee....	51	3706-107	SBRM.....	1.0	North Approach to Suwannee River Bridge.....	L. J. & W. L. Cobb, Inc.....	2-46	7-47	29,191.03
85.	Duval.....	212	7219-106	L.R. Asphalt Concrete.....	1.1	Jacksonville Beach.....	B. B. McCormick & Son, Inc.....	10-46	8-47	335,189.56
86.	Alachua....		2618-104	Rock Base Surface Treated.....		Univ. of Florida Housing Project No. 2	J. H. Craggs Construction Co.....	11-46	9-47	108,929.31
87.	Alachua....	200	2606-107	Widen—Retread.....	18.910	0.000-12.910 and 20.100-26.100	Marion Construction Co.....	2-47	9-47	293,685.29
88.	Baker.....	10	2701-901	Rebuild 5-ft. Shoulders.....	18.477	0.000-11.875 and 12.903-19.505	State Forces.....	5-45	9-47	32,422.00
89.	Gilchrist....	47	3105-102	L.R. Stab. Base.....	17.769	0.000-17.769	J. H. Cragg Construction Co.....	11-46	9-47	257,990.00
90.	Orange.....	15	7508-103	Rock Base Surface Treated.....	10.0	Osceola County Line to 10 mi. North.....	Conner Construction Co.....	9-46	1-47	105,288.75
91.	Brevard....	402	7016-107	Bulkheads and Paving.....		Indian River Bridge at Titusville.....	Langston Hubbard Construction Co...	3-46	2-47	46,519.50
92.	St Johns....	A-1-A	7804-105	Matanzas Inlet Bridge.....		Widen Bridge.....	Guy M. Sockett.....	10-46	2-47	16,981.50
93.	Seminole....		7709-102	Rock Base Surface Treated.....		Farmers Market at Sanford.....	Langston Hubbard Construction Co...	11-46	2-47	7,865.02
94.	Orange.....	438	7500-101	Rock Base Surface Treated.....	0.7	SR 500 to Old SR 202.....	Langston Hubbard Construction Co...	12-46	3-47	38,419.91
95.	Marion.....	25	3601-108	Widen Culverts.....		Lake County Line to Bellview.....	C. E. Construction Co.....	11-46	3-47	20,934.96
96.	Flagler....	5	7301-102	Widen Retread Surface.....	18.7	Bunnell to Duval County Line.....	Duval Engineering & Construction Co.	1-46	5-47	289,452.06
97.	Lake.....	25	1104-104	Widen Asph. Conc. Surface.....	10.3	Leesburg to Marion County Line.....	Manly Construction Co.....	10-46	5-47	202,256.18
98.	Osceola....	15	9206-108	Rock Base Surface Treated.....	9.4	Ilohaw to Holopaw.....	Hubbard Construction Co.....	10-46	5-47	158,081.73
99.	Volusia....	46	7914-104	Widen Shoulders.....	3.0	St. Johns River Bridge to 3 mi. East.....	Marion Construction Co.....	1-47	5-47	19,484.23
100.	Volusia....	600	7906-202	Concrete.....	4.0	Between DeLand and Daytona Beach ..	Wright Construction Co.....	4-46	5-47	387,085.83
101.	Brevard....	5	7002-116	Concrete Widening Strips.....	4.6	Between Cocoa and Indian River City.....	Duval Engineering & Construction Co.	5-47	6-47	56,416.80
102.	Brevard....	5	7003-107	Widen Retread Surface.....	2.1	Between Tirusville & Volusia County Line.....	Gordon Construction Co.....	11-46	6-47	29,419.32
103.	Brevard....	511	7004-102	SBRM.....	7.9	SR 500 to SR 5.....	Hall Construction Co.....	9-46	6-47	84,797.91
104.	Brevard....	509	7004-103	SBRM.....	5.5	SR 514 to SR 500.....	Hall Construction Co.....	9-46	6-47	55,933.23
105.	Brevard....	50	7011-104	Rock Base Surface Treated.....	8.5	Orange County Line to Indian River City.....	Conner Construction Co.....	9-46	6-47	182,010.27
106.	Orange.....	50	7506-108	Rock Base Surface Treated.....	9.6	Bithlo to Brevard County Line.....	Conner Construction Co.....	9-46	6-47	209,261.02
107.	Marion.....	315	3619-901	Surface Treated.....	9.2	Ft McCoy to Orange Springs.....	L. L. Cobb Construction Co.....	10-46	7-47	13,974.88
108.	St Johns....	5	7802-104	Widen Asph. Conc. Surface.....	6.2	Duval County Line to 6.2 mi South ..	Duval Engineering & Construction Co.	4-47	7-47	62,991.77
109.	Sumter.....	35	1801-201	Rock Base Surface Treated.....	6.3	Hernando County Line to Bushnell.....	Dickerson Construction Co.....	8-46	7-47	250,781.16
110.	Lake.....	500	1101-107	Widen Asph. Conc. Surface.....	14.5	Leesburg to Mt Dora.....	Manly Construction Co.....	10-46	7-47	259,926.13
111.	Orange.....	438-439	7505-106	SBRM.....	3.8	Lake County Line to Winter Garden ..	Langston Hubbard Construction Co...	10-46	7-47	77,686.95
112.	Marion.....	315	3619-102	SBRM.....	11.3	SR 500 to Ft. McCoy.....	L. L. Cobb Construction Co.....	10-46	8-47	45,036.41
113.	Volusia....	5	7901-106	Widen Retread Surface.....	24.2	Brevard County Line to Daytona Beach.....	Gordon Construction Co.....	11-46	8-47	380,675.76
114.	Volusia....	5	7901-107	Concrete Widening.....	3.7	In Daytona Beach.....	Duval Engineering & Construction Co.	5-47	8-47	42,372.95
115.	Orange.....		7500-302	Signals.....		Holt Ave.—Winter Park.....	A.C.L. R.R. Co.....	4-47	8-47	28,900.00
116.	Orange.....		7504-301	Signals.....		Fairbanks Ave.—Winter Park.....	A.C.L. R.R. Co.....	4-47	8-47	19,267.00

DESCRIPTION OF JOBS COMPLETED

January through October, 1947

No.	County	State Road No.	Job Number	Type of Construction	Length (Miles or Feet)	Location	Construction Agency	Month Started	Month Completed	Cost (Contract or Estimate)
117.	Highlands	25	0901-202	L.R.—Asph. Conc. Surface	7.5	Lake Annie—Lake Placid	L. J. & W. L. Cobb Construction Co.	5-46	1-47	292,013.29
118.	Hillsboro	39	1020-104	Asphalt Concrete Surface	1.1	In Plant City	L. J. & W. L. Cobb Construction Co.	10-46	1-47	9,889.99
119.	Hillsboro	574	1009-110	Asphalt Concrete Surface	.1	In Plant City	L. J. & W. L. Cobb Construction Co.	10-46	1-47	991.86
120.	Hillsboro	600	1003-108	Asphalt Concrete Surface	.5	In Plant City	L. J. & W. L. Cobb Construction Co.	10-46	1-47	4,462.69
121.	Hillsboro	600	1010-103	Asphalt Concrete Surface	.7	In Plant City	L. J. & W. L. Cobb Construction Co.	10-46	1-47	7,088.74
122.	Hillsboro		1023-102	Asphalt Concrete Surface		Plant City Farmers Market	L. J. & W. L. Cobb Construction Co.	10-46	1-47	47,119.02
123.	Hernando	575	0806-103	SBRM Retread	7.3	Through County via Richloam	J. D. Manly Construction Co.	3-47	6-47	55,309.56
124.	Pasco	52	1412-106	Sand Bituminous Road Mix	9.0	Gowers Corner—Pasco	Macasphalt Corp.	9-46	2-47	69,026.64
125.	Polk	600	1602-109	Asphalt Concrete Surface	3.9	Auburndale Eastward	Brinson Construction Co.	12-46	2-47	73,537.79
126.	Hernando	50	0800-101	Sand Bituminous Road Mix	1.0	Between SR 35 and SR 575	J. D. Manly Construction Co.	3-47	6-47	10,604.52
127.	Charlotte	35	0104-105	Rock Base Surface Treated	3.5	Cleveland—De Soto County line	J. D. Manly Construction Co.	12-46	3-47	45,866.10
128.	De Soto	35	0402-111	Rock Base Surface Treated	.8	De Soto County Line Northerly	J. D. Manly Construction Co.	12-46	3-47	10,358.30
129.	Polk	540	1608-103	Widen—Bituminous Retread	3.7	Between Eloise and Waverly	John C. Dickenson Co.	12-46	3-47	56,456.76
130.	Polk	544	1614-103	Widen Bituminous Retread	3.4	Auburndale—Winter Haven	John C. Dickenson Co.	12-46	3-47	18,293.94
131.	Hillsboro	60	1014-901	Rebuild Seawall		Davis Causeway	W. H. Armston Construction Co.	8-46	6-47	60,758.81
132.	Charlotte	31	0103-103	Sand Bituminous Road Mix	12.1	Lee County Line to Belmont	John C. Dickenson Co.	4-46	4-47	107,539.49
133.	Hillsboro	45	1006-107	RBST—Bituminous Retread	23.5	Manatee County Line—E. Tampa	L. J. & W. L. Cobb Construction Co.	12-46	4-47	252,383.29
134.	Hillsboro	600	1013-102	Asphalt Concrete Surface	3.6	Gandy Bridge and East Approach	Cone Bros. Construction Co.	11-46	4-47	84,101.00
135.	Hillsboro	674	1000-105	RBST—Bituminous Retread	6.2	Ruskin—Wimauma	L. J. & W. L. Cobb Construction Co.	12-46	4-47	32,168.79
136.	Hillsboro		1000-103	Asphalt Concrete Surface	1.9	West Shore Blvd., Tampa	Cone Bros. Construction Co.	11-46	4-47	8,171.94
137.	Hillsboro	60	1000-104	Asphalt Concrete Surface	.6	Grand Central Ave., Tampa	Cone Bros. Construction Co.	11-46	4-47	4,866.17
138.	Pinellas	600	1509-105	Asphalt Concrete Surface	1.8	West Approach to Gandy Bridge	Cone Bros. Construction Co.	11-46	4-47	36,637.96
139.	Pinellas	686	1503-106	Asphalt Concrete Surface	3.4	Pinellas County Airport—St. Pete.	Cone Bros. Construction Co.	11-46	4-47	65,791.36
140.	Pinellas	699	1510-108	Asphalt Concrete Surface	.2	Bay Pines Wye	Cone Bros. Construction Co.	11-46	4-47	9,509.76
141.	Hillsboro	600	1003-107	Widen—Asph. Conc. Surface	16.4	Between Tampa and Plant City	Brinson Construction Co.	2-47	6-47	220,880.10
142.	Glades	78	0502-107	Sand Bituminous Road Mix	8.6	Kissimmee River Southwest	Belcher Oil Co.	12-46	5-47	104,971.10
143.	Highlands	70	0906-109	Bridge Detours		Bridges 12813 near Brighton	State Forces	8-46	5-47	51,326.10
144.	Polk	17	1609-112	Rock Base Surface Treated	4.2	Frostproof South	Marion Construction Co.	9-46	5-47	186,519.94
145.	Pasco	39	1411-201	Rock Base Surface Treated	3.6	Between Hillsborough Line and Zephyr Hills	H. E. Wolfe Construction Co.	11-46	6-47	209,461.54
146.	Pasco	575	1415-102	SBRM Retread	.2	At Hernando County Line	J. D. Manly Construction Co.	3-47	6-47	1,358.89
147.	Pinellas	60	1504-901	Repair Seawall		Davis Causeway	W. H. Armston Construction Co.	8-46	6-47	17,679.42
148.	Polk	557	1629-102	Rock Base Surface Treated	9.0	Lake Alfred—Polk City	Cone Bros. Construction Co.	10-46	6-47	509,668.40
149.	Polk	559	1616-104	Rock Base Surface Treated	8.3	Auburndale—Polk City	J. W. Connors Construction Co.	1-47	6-47	98,915.81
150.	Lee	767	1206-106	Sand Bituminous Road Mix	1.3	Bokeelia Southeast	R. B. Stewart Construction Co.	12-46	7-47	50,684.97
151.	Hendry	80	0703-105	L.R. Asph. Concrete Surface	1.4	In Clewiston	Brinson Construction Co.	2-47	8-47	338,248.20
152.	Highlands	70	0906-110	Bituminous Retread	5.4	Between Childs and Brighton	J. D. Manly Construction	1-47	8-47	31,568.99
153.	Manatee	45	1301-110	Bridge—RBST—Retread	5.5	Bradenton South	Brinson Construction Co.	6-46	8-47	142,247.91
154.	Pasco	35	1405-201	Rock Base Surface Treated	4.5	Dade City North	R. H. Wright Construction Co.	11-46	8-47	244,801.33
155.	Pasco	595	1403-113	Bituminous Retread	2.7	New Port Richey	Cone Bros. Construction Co.	7-47	8-47	27,678.25
156.	Pinellas	55	15115-301	Concrete Overpass Bridge		A.C.L. R.R.—Tarpon Springs	Cone Bros. Construction Co.	10-46	8-47	43,593.00
157.	Broward	820	8604-901	Mineral Seal	1.5	SR 5 to SR A-1-A in Hollywood	Belcher Oil Co.	11-46	1-47	6,362.04
158.	Broward	A-1-A	8605-104	Retread Surface	0.5	In Fort Lauderdale	Belcher Oil Co.	1-47	1-47	7,732.32
159.	Dade	828	8708-102	Retread Surface	3.2	In Miami Beach	Belcher Oil Co.	10-46	1-47	16,806.84
160.	Dade	826	8717-301	Signals		In North Miami Beach	F.E.C. R.R. Co.	11-46	1-47	9,300.00
161.	Martin	A-1-A	8903-103	Rework Widen Surface Treat	1.0	In Jensen	Brinson Construction Co.	12-46	1-47	25,438.90
162.	Palm Beach		9300-104	Retread Surface		Olive Ave. in West Palm Beach	R. B. Tyler Co.	1-47	1-47	16,947.06
163.	Palm Beach	5	9302-106	Retread Surface	2.2	Palm Beach Canal to in West Palm Beach	R. B. Tyler Co.	12-46	1-47	18,062.64
164.	Broward	824	8600-306	Signals		F.E.C. R.R. at Hollandale	F.E.C. R.R. Co.	1-47	3-47	9,300.00
165.	Broward	823	8619-102	Surface Treatment	3.5	SR 84 to 3.5 mi. South	Troup Bros.	2-47	3-47	13,566.78
166.	Dade	5	8703-105	Retread Surface	3.0	S.E. 2nd Ave. to N.E. 39th St. in Miami	Dickerson Construction Co.	11-46	3-47	137,035.14
167.	Monroe		9000-102	Retread Surface	3.0	Roosevelt Blvd. in Key West	Gulf Coast Construction Co.	1-47	3-47	26,721.94
168.	Okeechobee	78	9101-104	Rework Widen Surface Treat	4.7	Glades County Line to 4.7 mi. North	Belcher Oil Co.	10-46	3-47	70,122.25
169.	Broward		8600-309	Signals		F.E.C. R.R. on Old Dixie Highway	F.E.C. R.R. Co.	3-47	4-47	9,300.00
170.	Dade	5	8702-107	Concrete Widening	17.0	Homestead to Kendall	Brinson Construction Co.	1-47	4-47	207,053.26
171.	Dade	5	8703-104	Concrete Widening	2.9	Kendall to South Miami	Brinson Construction Co.	3-47	4-47	30,696.24
172.	Okeechobee	15	9102-107	Rework Widen Surface Treat	1.5	Okeechobee to 1.5 mi. South	Belcher Oil Co.	12-46	4-47	46,742.23
173.	Palm Beach	5	9304-107	Rework Widen Retread Surf	11.0	Lake Park to Jupiter	Langston & Hubbard Construction Co.	11-46	4-47	188,815.40
174.	Palm Beach	7	9321-105	Rock Base Surface Treated	15.6	Delray Beach Road to SR 80	R. B. Tyler Co.	11-45	4-47	563,646.31
175.	Broward	A-1-A	8603-104	Rock Base Retread Surface	1.9	In Hollywood	Wright Construction Co.	10-46	5-47	186,373.34
176.	Collier	29	0307-104	SBRM	1.0	In Everglades	Marion Construction Co.	9-46	5-47	71,366.82

DESCRIPTION OF JOBS COMPLETED

January through October, 1947

No.	County	State Road No.	Job Number	Type of Construction	Length (Miles or Feet)	Location	Construction Agency	Month Started	Month Completed	Cost (Contract or Estimate)
177.	Martin		8900-301	Signals		In Stuart	F.E.C. R.R. Co.	4-47	6-47	18,600.00
178.	Palm Beach		9300-302	Signals		In Delray Beach	F.E.C. R.R. Co.	6-47	6-47	9,700.00
179.	Broward		8600-307	Signals		In Fort Lauderdale	F.E.C. R.R. Co.	7-47	8-47	8,800.00
180.	Dade	828	8708-301	Signals		In Hialeah	S.A.L. R.R. Co.	7-47	8-47	8,587.00
181.	Dade	90	8711-901	Mineral Seal	25.3	Miami West	Gulfcoast Construction Co.	8-47	8-47	17,552.04
182.	Palm Beach	806	9303-102	Rock Base Surface Treated	8.3	Delray Beach West	L. J. & W. L. Cobb Construction Co.	5-47	8-47	79,536.96
183.	St. Lucie	A-1-A	9405-106	Sand Bituminous Road Mix	1.8	Fort Pierce Causeway	Macasphalt Corp.	7-47	8-47	25,467.01
184.	Broward	818	8600-901	Surface Treatment		Davie Canal to SR 7	R. B. Tyler & Co.	8-47	9-47	6,662.72
185.	Broward	A-1-A	8605-105	Widen Bridges and Approaches	0.1		Brinson Construction Co.	1-47	9-47	98,000.00
186.	Dade		8700-315	Signals		Opalocka	S.A.L. Ry.	8-47	9-47	20,564.00
187.	Dade	7	8714-105	Underdrain		on N.W. 7th Ave. and N.W. 63rd St.	Wright	8-47	9-47	10,400.61
188.	Broward		8600-308	Signals		F.E.C. R.R. in Pompano	F.E.C. R.R.	8-47	10-47	9,300.00
189.	Dade	826	8717-102	Rock Base Surface Treated	2.0	SR 5 to SR A-1-A	Belcher Oil Co.	5-46	10-47	197,589.62
190.	Hardee		0600-102	Bituminous Retread	0.4	Main St. in Wauchula	J. D. Manly	9-45	10-47	4,953.75
191.	Highlands	25	0901-203	L.R. Bituminous Retread	11.0	Lake Placid to De Soto City	Brinson Construction Co.	7-46	10-47	562,717.44
192.	Highlands	25	0903-201	L.R. Bituminous Retread	13.9	De Soto City to Sebring	Brinson Construction Co.	7-46	10-47	212,323.45
193.	Highlands	25	0901-301	Underpass		A.C.L. R.R. North of Lake Placid	Brinson Construction Co.	7-46	10-47	17,907.70
194.	Polk	35	1603-110	Bituminous Retread	0.2	In Bartow	J. D. Manly	9-47	10-47	2,133.15
195.	Polk	35	1606-104	Bituminous Retread	0.2	In Bartow	J. D. Manly	9-47	10-47	3,186.45
196.	Polk	60	1611-107	Bituminous Retread	1.8	In Bartow	J. D. Manly	9-47	10-47	17,261.25
197.	Alachua	241	2614-103	SBRM	3.9	SR 236 to Union County Line	Duval Engineering & Construction Co.	3-47	10-47	35,633.43
198.	Madison	53	3506-106	SBRM	16.6	Lafayette County Line to Madison	John C. Dickerson Co.	5-46	10-47	158,294.49
199.	Madison	53	3506-301	Overpass		S.A.L. Ry. in Madison	Warner Construction Co.	10-46	10-47	41,921.10
200.	Madison	6	3502-201	SBRM	7.7	SR 10 to Withlacoochee River	Caddell & Jackson	3-47	10-47	119,652.27
201.	Nassau	5	7402-106	Widen Bridges		Between Nassau Marsh and St. Marys River	Cleary Brothers	5-47	10-47	45,646.00
202.	Union	241	3906-102	SBRM	3.5	Alachua County Line to SR 238	Duval Engineering & Construction Co.	3-47	10-47	35,980.68
203.	Bay	30	4602-111	Stabilize Shoulders	0.2	East Approach of St. Andrews Bay Bridge	State Forces	10-47	10-47	607.00
204.	Escambia	10	4801-105	SBRM and Asphalt Concrete	2.4	Perdido Bridge to SR 10 Alternate	Smith Engineering & Construction Co.	1-47	10-47	135,619.49
205.	Escambia	10A	4802-110	Bituminous Retread	0.4	East of Pensacola	State Forces	8-47	10-47	3,619.00
206.	Gulf	71	5102-109	Bridge and Approaches	0.6	Government Canal Bridge at White City	Cleary Bros. Construction Co.	12-45	10-47	285,177.80
207.	Holmes		5200-101	Bridge and Approaches	4641 ft.	Newberry Bridge	State Forces	11-46	10-47	32,590.00
208.	Jackson		5320-101	Sand Clay Surface Treated	2.6	Streets at Florida Industrial School for Boys	Coggin & Deermont	7-47	10-47	17,255.98
209.	Jefferson	10	5401-105	Bridges	560 ft.	Bridge No. 5, 6, and 7	Lavelle & Barnette	8-46	6-47	17,862.85
210.	Jefferson	149	5408-102	SBRM	8.0	SR 57 to Georgia State Line	Coggin & Deermont	1-47	8-47	78,016.98
211.	Okaloosa	4	5708-104	Widening	0.1	In Baker	State Forces	7-47	10-47	1,467.00
212.	Walton	83	6005-301	Signals		L. & N. Ry. in DeFuniak Springs	L. & N. Ry.	9-47	10-47	18,338.00
213.	Washington		6100-104	Bridges	520 ft.	Open and Holmes Creeks	State Forces	11-46	10-47	32,823.00
214.	Brevard	5	7002-117	Bituminous Retread	4.9	South Limits of Cocoa to North Limits of Cocoa	Langston Construction Co.	9-47	10-47	18,365.46
215.	Brevard	515	7009-102	Bituminous Retread		From Church St. to Brevard Ave. in Cocoa	Langston Construction Co.	9-47	10-47	2,012.88
216.	Brevard	520	7010-106	Bituminous Retread	0.3	F.E.C. R.R. to SR 5 in Cocoa	Langston Construction Co.	6-47	10-47	33,501.78
217.	Brevard	520	7010-107	Bituminous Retread	0.3	Incl. SR 5 to Causeway	Langston Construction Co.	6-47	10-47	1,753.56
218.	Orange		7500-301	Signals		Rollins & Princeton Ave. in Orlando	A.C.L. R.R.	6-47	10-47	22,600.00
219.	Orange	15	7503-105	Widening and Resurface	0.5	Lake Lily to Seminole County Line	Hubbard Construction Co.	1-47	10-47	47,434.69
220.	Putnam	216	7609-101	SBRM	2.2	SR 100 to SR 15	Hubbard Construction Co.	1-47	10-47	66,206.44
221.	Seminole	15	7701-108	Widening and Resurface	9.1	Orange County Line to Sanford (in part)	Langston & Hubbard Construction Co.	1-47	10-47	272,974.06
222.	Seminole	15	7701-109	Asphalt Concrete Surface	3.9	Sanford to Volusia County Line	Dickerson Construction Co.	9-47	10-47	26,890.44
223.	Volusia	15	7904-109	Asphalt Concrete Surface	0.5	St. Johns River Bridge 0.5 mi. North	Dickerson Construction Co.	9-47	10-47	2,922.66

PLYMOUTH CITRUS GROWERS ASSOCIATION

R. T. CARLETON, Secretary-Manager

ORGANIZED IN 1909

CITRUS MARKETING COOPERATIVE
MAYFLOWER AND PLYMOUTH ROCK BRANDS

County Activities and Personalities

Hillsborough County Commissioner Moore must have had a few embarrassing moments after a recent visit to Tallahassee. He was delegated to deliver a letter from the Commissioners to the State Road Department, but sometime after his return, he apologized to fellow Commissioners: "Remember that letter you gave me . . . well, the cleaners just returned it."

Frank P. Bedenbaugh has been appointed Veteran Service Officer by Columbia County Commissioners. He succeeds C. C. Codrington, who resigned to go into business at Marineland.

The three members of the advisory committee of the Duval County Pension Fund, J. L. Wright, Mrs. Louise Snead and Ernest Ricker, were re-elected with no opposition on November 10. This committee examines applications for retirement from county service or for participation in the pension fund and recommends action on such requests to the Duval County Commissioners.

Gadsden County Commissioners have appointed the board of directors of the Gadsden County Hospital. These directors are: Aubrey M. Butler, Havana; W. L. Williams, Havana; Spurgeon Dunn, Chattahoochee; W. M. Inman, Greensboro; Marcus B. Shelfer, Tom Maxwell, A. L. Wilson, Robert Gardner, B. Ottinger, N. B. Jordan and J. Buryl Higdon, all of Quincy.

A committee of citrus operators have organized the Walker Memorial Committee to raise the remaining \$75,000 needed for the proposed Ridge Area Hospital. This hospital is to be built as a memorial to the late Charles H. Walker, father of cooperative citrus marketing in Florida, on the Highland Lake Hotel property on Highway 17 between Avon Park and Frostproof. Highlands County Commissioners were obliged to rescind a \$50,000 donation to this project because of lack of legal authority.

Marion County Commissioners have had a pleasant surprise. Fitzhugh Lee, who recently moved to Marion county from New York, appeared before the Commissioners to inform them that he plans to construct about a mile and a half of paved road on property he is developing off the Oklawaha-Moss Bluff road and only asked their approval of the plat for the road and their assurance that the proposed road would be considered a private driveway and not a public roadway.

Palm Beach County Commissioners have announced the first actual acquisition of property on the 200-foot right-of-way along the 40-mile stretch of the new super-highway to come through Palm Beach County. It was a new, concrete block bungalow that had never been occupied and the lot on which it stands. The house had been built by a war veteran after his return and before the route of the super-highway was announced.

Extension of State Road 29 to Chokoloskee will give more than 400 residents of that island, the third largest community in Collier County, their first road link with the mainland. This road construction was interrupted by the war, but County Commissioners have requested the State Road Department to budget the job and pledged to meet up to 80 per cent of the cost out of the county gasoline tax surplus fund.

DeSoto County Commissioners have authorized Sears Coker, road superintendent of the convict camp to hire as many men as are needed to carry out a county-wide road patching program.

The Escambia County Court of Record building has been completely remodeled and air conditioned, and a majority of the offices refurnished, and public dedication ceremonies were held early last month. The remodeling of this building and the county jail is costing the County Commissioners approximately \$150,000.

Contract for installing two cushioned cells in the Escambia county jail has been awarded to Manly Jail Works, Dalton, Georgia, by Escambia County Commissioners. The cells are for prisoners who are mentally ill, and the Manly company bid for the work was \$8,875.

Less than one-third of the 2,416 voters necessary to approve the proposed \$100,000 bond issue for construction of a new Jackson county jail cast votes in the recent bond election. The old jail has been condemned by the State cabinet and the Jackson County Commissioners are now faced with the tough problem of finding another solution to the jail problem.

Volusia County Commissioners have approved the location of a radio tower for the sheriff's new Frequency Modulation network at the rear of the 10-acre County Welfare Home tract northwest of DeLand. They also accepted the bid of Robertson Electric Company of Daytona Beach for eight generators

to go into radio-equipped cars of the sheriff's office.

Sheriff Willis McCall of Lake County is also to have a new radio system. County Commissioners have voted to advertise for bids to purchase a two-way radio system for the sheriff's office.

Hillsborough County Commissioners have approved the proposal of Commissioner Moore that a six-acre tract of County-owned land, known as Williams Park, on the north bank of the Alafia River at Bibsonton be converted into a public park when the current lease of private individuals expires this month.

Acquisition by Broward County Commissioners of the naval air station at Ft. Lauderdale with its full facilities, including more than 90 buildings, by year-to-year lease at \$1 per year, seemed close as the result of a communication from the Naval air bases command in Jacksonville. Under terms of the lease suggested in the communication, the County would be required to maintain the field and turn it back to the Navy if needed in a national emergency.

The wisdom of Solomon is needed by Dade County Commissioners to decide which is the greater nuisance—barking dogs or crowing roosters. Twenty irate citizens and three attorneys appeared before the Commission to protest the establishment of a dog kennel on Miami Gardens Road near Seventh Avenue, Miami. There are poultry farms in the neighborhood, but the owners insist they sold off their roosters to keep down crowing and, besides, roosters crowing in the morning are not the nuisance of dogs barking at night.

A pit bulldog's attack upon a Tampa school boy spurred Hillsborough County Commissioners to speed up establishment of a county pound for impounding stray dogs.

Hillsborough County Commissioners have closed the area along State Road 600 west of Plant City for a distance of two and three-quarter miles to the establishment of jooks, beer gardens or

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Transactions of Meeting of Florida State Road Department

FOURTH QUARTERLY MEETING 1947, TALLAHASSEE, NOVEMBER 17

The meeting for the Fourth Quarter of the year 1947 was held by the State Road Department at Tallahassee on the 17th day of November, with the following attendance: F. Elgin Bayless, Chairman, Courtney Campbell, S. Kendrick Guernsey, Herman B. Fultz and Robert T. Carleton, Members, and J. Robert McClure, Secretary, present.

APPROVAL OF MINUTES

Minutes of the meeting held on October 27 at Pensacola were approved.

RESOLUTION OF SYMPATHY ON DEATH OF MRS. F. E. BAYLESS, SR.

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, the Members of this Board deeply regret to learn of the recent death of Mrs. F. E. Bayless, Sr. of Pensacola, mother of F. Elgin Bayless, Jr., Chairman of this Department, and a woman held in the highest esteem by all who knew her; and

WHEREAS, the personnel of this Board and of the Department are aware of the close bond of devotion that existed between Mrs. Bayless and her children and therefore fully realize the great loss that has come to Chairman Bayless and the other members of his family,

NOW, THEREFORE, BE IT RESOLVED that this Board, representing the entire Department, extends to Chairman Bayless and to his family its deepest sympathy and condolence in their bereavement in the passing of their mother.

BE IT FURTHER RESOLVED that this resolution be made a part of the minutes of this meeting and a copy thereof be presented to Mr. Bayless, signed by Members Campbell, Guernsey, Fultz and Carleton, and certified by the Secretary.

APPROVAL OF CONTRACTS AWARDED

On motion by Mr. Campbell, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects and for the furnishing of certain equipment, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED that the action of the Chairman in awarding the contracts hereinafter listed, be and the same is hereby approved, which said contracts are as follows, to wit:

CONTRACTS AWARDED

Construction

Bids received August 28

John C. Dickerson Const. Co., S-195(1) 11 Flagler, \$387,612.50.

Bids received October 9

R. B. Tyler Co., FI-131(8) 10 Gadsden, \$634,998.40.

Equipment

Oct. 18, one ½-ton truck, Messer Motor Co., Madison, \$1,172.25.

Oct. 28, one ½-ton pickup, Holtsinger Motor Co., Tampa, \$1,237.10.

Oct. 30, two 2-ton trucks, Fraleigh-Ashley Tr. Co., Madison, \$4,781.04.

Oct. 31, one ½-ton pickup, Hal Lynch Motor Co., Jacksonville, \$1,128.60.

Oct. 31, two ½-ton pickups, Harrison Chev. Co., Marianna, \$2,283.10.

Nov. 1, one 2-ton truck, Tallahassee Motors, Tallahassee, \$1,524.68.

Nov. 1, one 2-ton truck, St. Johns Chev. Co., Palatka, \$1,904.48.

Nov. 3, four electric line bodies, Gaynon Iron Works, Jacksonville, \$9,618.00.

Nov. 3, two sedans, Tampa Motors, Tampa, \$3,306.00.

Nov. 4, one ½-ton pickup, Shaw & Keeter, Gainesville, \$1,233.17.

Nov. 4, one ½-ton pickup, Sunrise Motor Co., Ft. Pierce, 1,220.14.

Nov. 7, one ½-ton pickup, Ocala Motor Co., Ocala, \$1,210.65.

Nov. 12, one ½-ton pickup, Duval Motor Co., Jacksonville, \$1,206.35.

Nov. 12, one sedan, Duval Motor Co., Jacksonville, \$1,444.33.

Nov. 12, one sedan, Hal Lynch Motors, Jacksonville, \$1,444.33.

Nov. 14, one core drill, etc., M. D. Moody & Sons, Jacksonville, \$6,348.55.

SUPPLEMENTAL AGREEMENTS

On motion of Mr. Carleton, seconded by Mr. Guernsey, the following supplemental agreements were approved:

Brinson Construction Co., 5, 1301-110, Manatee, \$58.35 increase.

Brinson Construction Co., 8-A FA, F-123(1), etc., Highlands, \$9,011.98 increase.

Langston Const. Co., 5,515 & 520, 7002-117, etc., Brevard, \$13,256.78 increase.

W. L. Cobb Const. Co., State, 5518-109, etc., Leon, \$6,164.20 increase.

Macasphalt Corp., 555, 1603-111, Polk, \$55.90 decrease.

RIGHT OF WAY REQUESTS

Routine resolutions requesting the counties to obtain rights of way were adopted covering the following sections:

Duval, A1A, 7210, Barbara Street to junction of Atlantic Beach Blvd. with Hogan Road—Guernsey, Fultz.

Wakulla, 369, 5902, Crawfordville N to Leon Co. line—Fultz, Campbell.

Walton, 10, 6001, In DeFuniak Springs—Carleton, Guernsey.

Washington, 67-11, 6110, Orange Hill to Chipley—Guernsey, Fultz.

Dade, 828, 8708, From U. S. No. 1 to 27th Ave. at 79th—Fultz, Campbell.

Bay, 389, 4613, From Paper Mill to Highlands City—Fultz, Guernsey.

Glades, 720, 0503, From Rd. 25 to Hendry Co. line—Campbell, Fultz.

Hendry, 720, 0704, Glades Co. line to Rds. 80 and 25—Campbell, Guernsey.

Polk, 37, 1625, Mulberry to Lakeland—Campbell, Carleton.

APPROVAL OF REVISED AND AMENDED MAP OF LOCATION AND SURVEY—SECTION 7225 ROAD 105 DUVAL COUNTY

On motion by Mr. Guernsey, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED by the State Road Department that the revised and amended map of Location and Survey of part of Section 7225, State Road 105, be and the same is hereby approved and said revised map is hereby ordered filed in the office of the Clerk of the Circuit Court of Duval County, Florida; and said Duval County is hereby requested to acquire the right of way for said road in accordance with said revised map; otherwise, the Right of Way Resolution adopted by the State Road Department on the 6th day of June A. D. 1947, requesting said Duval County to acquire the right of way for said Road and Section shall continue in full force and effect.

RESOLUTION AMENDING RESOLUTION ADOPTED FEB. 28, 1947—ADVANCE OF FUNDS FOR RIGHT OF WAY STATE ROAD 15 VOLUSIA COUNTY

On motion of Mr. Carleton, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, on Feb. 28, 1947 request from the Board of County Commissioners of Volusia County was approved for advance of funds to acquire right of way for State Road 15 north and south of DeLand, such advanced funds to be repaid from surplus gasoline funds accruing to Volusia County, in accordance with Department's policy adopted Sept. 16, 1946; and WHEREAS, said request and said resolution approving advance of funds were made for acquisition of right of way for the portions of State Road 15 designated as Section 7904, Job 108 and the Southerly 0.175 mile of Section 7905, Job 112, but said limits were not so specifically set forth in said former resolution,

NOW, THEREFORE, BE IT RESOLVED that the Minutes of the meeting of the Department held on Feb. 28, 1947 at Sanford, Florida, be and the same are hereby amended to specifically designate the right of way, for which advance of funds was approved as the portions of State Road 15 north and south of DeLand, Section 7904, Job 108 and the Southerly 0.175 mile of Section 7905, Job 112 in Volusia County, Florida; and BE IT FURTHER RESOLVED that a certified copy of this Resolution be forwarded to the Board of County Commissioners of Volusia County, Florida.

CANCELLATION OF R/W CONTRACT BOND LEE COUNTY

On motion of Mr. Campbell, seconded by Mr. Guernsey, the following resolution was adopted:

BE IT RESOLVED that United States Fidelity and Guaranty Company is hereby released and discharged from each and every of its obligations to the State Road Department under that certain surety bond executed by Lee County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 8th day of

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May, 1940, in the penal sum of \$1,000.00, conditioned to secure the performance of a certain Right of Way Contract dated the 8th day of May, A. D. 1940, between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Projects 632 and 1063, of State Road No. 2 and No. 25 respectively, and said surety bond is hereby terminated and canceled; PROVIDED that nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in any wise impaired, modified or affected.

ABANDONMENT OF PORTION OF OLD LOCATION OF ROAD 77 (OLD 52) BAY COUNTY

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, Section 4606 of Road 77 (old Road 52) in Bay County has been realigned from 5th Street in Lynn Haven to a point in the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 34, Township 2 South, Range 14 West, making it unnecessary that a portion of the old road be further maintained by the Department,

NOW, THEREFORE, BE IT RESOLVED that that portion of old road beginning at the intersection of Ohio Avenue and 5th Street, thence East along said 5th Street to Wisconsin Avenue, thence northerly along Wisconsin Avenue across North Bay and across Fractional Section 3 and across Section 4 to a point in the said SW $\frac{1}{4}$ of the NW $\frac{1}{4}$, be abandoned and removed from maintenance by the State Road Department and the County be so advised.

RELINQUISHMENT OF R/W RESERVATIONS IN CERTAIN MURPHY ACT DEEDS

The Right of Way Division presented a number of applications received from the Trustees of the Internal Improvement Fund for release of right of way reservations in certain Murphy Act deeds and parts thereof. All of these applications were duly considered and the recommendation of the State Highway Engineer was received. WHEREUPON, on motion of Mr. Fultz, seconded by Mr. Campbell, the Board agreed that the recommendation of the State Highway Engineer be approved as submitted by him on each application made by the Trustees of the Internal Improvement Fund for release of right of way reservations, and the Right of Way Division be directed to notify the said Trustees of the Department's respective determinations and to keep a permanent record of all relinquishments of such right of way reservations authorized pursuant to this action.

ADDITIONAL ADVANCE OF FUNDS FOR R/W ROAD 115 NASSAU COUNTY

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, under date of October 6, 1947, the Board of County Commissioners of Nassau County entered into an agreement with this Department for an advance of funds in an amount not to exceed \$5,239.00 for acquisition of right of way for Section 7407-102 of State Road 115 in said County, authorized by resolution of this Department of September 6 in response to a previous request of the said County; and

WHEREAS, it has been found that the said right of way through condemnation suit will cost more than contemplated and there is a deficit of \$7,030.20 needed to complete this project, and the Board of County Commissioners of Nassau County by resolution dated November 13 has made request to this Department for a further advance of the above sum,

NOW, THEREFORE, BE IT RESOLVED by this Board that additional advance in the sum of \$7,030.20 be made to Nassau County, subject to the terms of the Agreement above mentioned as if it were incorporated therein.

CHANGE IN LEASE OF BEACH PROPERTY TO MARATHON CHAMBER OF COMMERCE

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS it has been ascertained that the request of the Marathon Chamber of Commerce for the lease of some beach property at Marathon from the Overseas Road and Toll Bridge District has been changed to cover a tract extending from State Road 5 to the North shore line in a width of only 200 feet instead of the 300 feet first requested,

BE IT RESOLVED that the resolution adopted

by this Department at its meeting of October 27 giving its approval to such lease be corrected to read "a width of 200 feet" and that the Overseas Road and Toll Bridge District, the State Board of Administration, and the Marathon Chamber of Commerce be advised of this action.

SECTION 9306 — STATE ROAD A1A — PALM BEACH COUNTY — EXCHANGE OF OLD RIGHT OF WAY FOR NEW AT BRINY BREEZES

On motion of Mr. Fultz, seconded by Mr.

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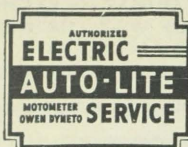
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Guernsey, the following resolution was adopted:

WHEREAS, the alignment of Section 9306 of State Road A1A at Briny Breezes in Palm Beach County has been changed and it is requested that the Department quit-claim to owners the old right of way in exchange for right of way on the new alignment, all in accordance with the suggestion of Palm Beach County, which is acquiring the right of way, and as recommended by the State Highway Engineer.

NOW, THEREFORE, BE IT RESOLVED that the Chairman and Secretary of this Department be and they are hereby authorized to execute all necessary quitclaim deeds to the old right of way on said Section, the same to be delivered to Palm Beach County for exchange in acquiring the right of way for the new alignment.

SUIT TO REMOVE ENCROACHMENTS ON ROAD 5 HILLSBOROUGH COUNTY NORTH OF BRIDGE AT SULPHUR SPRINGS

The matter of encroachments at the north end of the Hillsborough River Bridge at Sulphur Springs caused by the erection and operation of certain amusement devices on the west side of the right of way at said portion of the State highway was brought to the attention of the Board. Mr. Johnson, the Attorney for the Department, stated that title to this portion of the right of way was being claimed by George M. Holsinger of Tampa, Florida by reason of a reversion clause in a deed executed by his father to the Tampa Electric Company many years ago under which, when the Tampa Electric Company discontinued operation of trolley cars, the property or the portion here involved reverted to the grantor, through whom Mr. Holsinger claims. It was stated that the present right of way on which these encroachments have been erected had for many years been maintained by the County when the highway involved was a County highway, and has been maintained for many years by the State Road Department after it took over said highway for maintenance. Full discussion followed.

Upon motion by Mr. Campbell, seconded by Mr. Guernsey, the following resolution was unanimously adopted:

BE IT RESOLVED, that the attorney for the State Road Department be and he is hereby requested to institute appropriate legal proceedings to cause the removal of all obstructions, devices and contraptions that have been erected and now exist upon that portion of the right of way heretofore maintained by the County of Hillsborough and State Road Department of the State of Florida as a portion of State Highway No. 45(5) lying immediately north of the Hillsborough River Bridge at Sulphur Springs, Florida.

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the Board of County Commissioners of Hillsborough County, Florida, at whose request this highway was taken over for maintenance and who, prior to the maintenance of same by the State Road Department, maintained said section of highway and right of way for a number of years prior to its being taken over by the State Road Department, and that the Board of County Commissioners be requested to join with the State Road Department in the suit hereinabove referred to and that their attorney be requested, or one of their assistant attorneys be requested, to assist in the said suit.

SETTLEMENT FOR GIDDENS BUILDING ON ROAD 45 CHARLOTTE COUNTY

Mr. Calvin Johnson, Attorney for the Department, reported that, pursuant to instructions given him at the Orlando meeting, he had been in negotiations with the attorney for the Giddens who claim to own a portion of the desired right of way of Section 0101, State Road 45(5) Charlotte County on which is situated a building occupied by the Giddens. He reported that he had agreed with the attorney for these people to recommend the payment of \$11,000.00 for a warranty deed to the portion of the right of way involved, provided that the one story rock and concrete building be removed from the right of way before payment of any money be made to the Giddens. He stated that the attorney for the Giddens had reported the Giddens were agreeable to such a settlement and he recommended that the Board approve such disposition of the matter.

Mr. Campbell moved that the settlement as reported and recommended by the attorney be approved. The motion was seconded by Mr. Guernsey and unanimously carried.

REQUEST FOR PIERS IN SUWANNEE RIVER AT BRANFORD DENIED

The Board gave consideration to a request made by Mr. C. A. Blalock of Madison for permission to erect two piers into the Suwannee River near the Bridge across said river at Branford which forms a section of State Road 20, one of said piers to be just north of said bridge and one just south of the bridge, both on the east side of the river and connecting with the State road right of way. Mr. Blalock advised the Board that Mr. Colin Barnes of Live Oak and Dr. Ware of Branford joined with him in the request for permission to construct the piers, that all of them owned nice boats, and were willing to meet all requirements of the Department's engineers in the construction of the piers.

Because of the probable hazards to the bridge, and the permit requested not being in harmony with the Department's policy against selling or leasing any part of its right of way for private purposes, the Board denied the request.

REQUEST FOR REPAIRS AND IMPROVEMENTS ON STATE ROAD A1A PALM BEACH COUNTY

The Board received copy of a resolution adopted by the Board of Commissioners of Palm Beach County under date of November 10, 1947, advising of serious damage done to State Road A1A in said county by the September tropical hurricane, and requesting the Department to repair and where necessary to realign the said road.

ADVANCE OF FUNDS FOR EMERGENCY REPAIR OF BRIDGE OVER CANAL IN ESCAMBIA COUNTY

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, the Board of County Commissioners of Escambia County has by resolution adopted November 15, 1947, made request that this Department advance to said County or expend in its behalf a sum of money from its credits with the State Road Department a sum not to exceed \$12,000 for the repair of the approaches to the bridge across the Mobile-Pensacola Canal in said County, damaged by the recent hurricane, upon the express understanding that such action shall not interfere with nor take precedence over the project for improvement of the Barrineau Park road,

BE IT RESOLVED that the Chairman of this Department be and he is hereby authorized and directed to make the sum of \$12,000 available for the repairs of the hereinabove named bridge in Escambia County, to be repaid out of any 80% surplus funds of said County, such action in no wise to prejudice the status of the proposed Barrineau Park project.

ABANDONMENT OF ROAD 211 IN DUVAL COUNTY

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, this Department has constructed Project 1269 in the City of Jacksonville which is designated and will be maintained as a part of State Road 15, U. S. Highway No. 17, instead of the route formerly designated and used on this section,

BE IT RESOLVED that Road 211, previously maintained as a part of the route of U. S. 17 through said city, be abandoned from its intersection with Road 15 at Timaquanna Road to its intersection with Road 15 at Post Street, and be dropped from the State maintained system.

HILLSBOROUGH COUNTY

Hillsborough County was represented by Com-

missioner Elbert Moore, who spoke in behalf of Road 43, which was formerly the southern part of State Road 5, and he reminded the Board that this road has been carried in the budget since 1946.

Mr. Moore invited the Board to hold its January meeting at Tampa.

MARTIN COUNTY REQUESTS IN RE BRIDGES

Senator Evans Crary was accompanied by Messrs. Arthur Dehon, Zach Moseley, A. F. Krueger, Truman Lifsey, and Geo. S. Brockway, Engineer, appearing in interest of the proposed project from Stuart to the beach, in Martin County, as follows: From Stuart across the St. Lucie River to Sewall's Point, thence across the Indian River to the Island Beach; also included in the project is a new draw span in the Jensen Bridge. Mr. Crary presented a resolution from the Board of County Commissioners of Martin County, dated November 14, 1947, setting out the reasons for the desired projects, requesting that they be financed by certificates issued by the State Improvement Commission, and requesting the Road Department to negotiate with the State Improvement Commission and the State Board of Administration in working out the necessary details for carrying out the work proposed to be done; pledging for the repayment of such indebtedness the surplus gasoline tax funds which may accrue to the credit of either Martin County or Jensen Road and Bridge District as far as may be necessary to supplement the tolls which may be collected over the proposed new bridges between Stuart and the ocean, and requesting the Road Department to give priority to the construction of the new draw span for the Jensen Bridge.

Senator Crary gave the estimate of the costs of the projects at \$1,700,000 for the projects between Stuart and the ocean, and \$200,000 for the Jensen Draw Span, and Mr. Lifsey said that the tolls on the bridge would take care of the interest on the bonds until such time as the county's surplus gas funds become available.

On motion of Mr. Fultz, seconded by Mr. Guernsey, the Board gave its tentative approval to the proposed plan, including the location and construction of the bridge and causeways, subject to all details of financing the project being arranged and approved by the Florida State Improvement Commission and the State Board of Administration, and on condition that Martin County agree to continue to maintain the Jensen Bridge after the new draw span is put in.

COLLIER AND LEE COUNTIES

Mr. Ed Scott, Clerk of Collier County, was joined by Mr. Harry Stringfellow, Chairman, and Messrs. Alvin Gorton, R. B. Storter and H. E. Keen, Members of the Board of County Commissioners of Lee County, as they appeared before the Road Board to discuss Road 82 in the two counties.

Mr. Scott explained the attitude of Collier County in its long range program looking toward the development of a large wild area and gave their reasons for placing Road 29 from Everglades to Chokoloskee in priority over Road 82 in the use of their 80% surplus gas tax funds. He asked the Department to make a survey of this section of Road 29 to determine whether or not the cost involved would be justified. He assured the Board of their interest in Road 82, however, and hoped it would be built, but they felt that it should be built by the Department as a through road, rather than one serving just the county. He spoke of the difficulty in obtaining rights of way for Road 82 because of the large ranches traversed, involving problems of fencing or installation of cattle gaps. When he spoke of the need for a cattle gap now at Immokalee, Chairman Bayless advised him of the policy of the Department, to install cattle gaps when the city or county interested has furnished the material.

Mr. Fultz spoke of Collier County's declination to acquire the right of way for Road 82 when requested by this Department to do so, and the Chairman told Mr. Scott that Lee County had borrowed on its 80% surplus fund to build that end of the road, and that the Department felt Collier County should use its 80% surplus and not ask for State funds on this road. Mr. Stringfellow advised that Lee County was stretching everything to build this road, but they certainly did not want it to come to a dead end at the Collier County line.

Following further discussion between the dele-

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gations from the two counties and the Road Board, the following proposition was made by Mr. Fultz and agreed to by all the other members of the Board:

Road 82—That Collier County will secure the right of way for Road 82 and agree to pay one-half the cost of its construction out of 80% County surplus monies, and the Department will pay the other half from general state road funds.

Road 29—That the Department will make the survey and plans for the Chokoloskee Road in accordance with its standard specifications at the earliest possible date, if the County agrees to the paying of all the cost of construction of this road from 80% County surplus monies. Mr. Scott was requested to present this proposition to Collier County.

DESIGNATING DAVIS CAUSEWAY AS A LIMITED ACCESS FACILITY AND PROVIDING FOR ACQUISITION OF ADDITIONAL RIGHT OF WAY TO WIDEN SAID CAUSEWAY

On motion of Mr. Campbell, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, that portion of State Road 60 (formerly State Road 595)—Sections 1504 and 1014, commonly known as Davis Causeway and extending Easterly from the Westerly shore of Old Tampa Bay in Section 16, Township 29 South, Range 16 East in Pinellas County to the Easterly shore of Old Tampa Bay, in Sections 12 and 13, Township 29 South, Range 17 East in Hillsborough County carries a large volume of through traffic, is a scenic drive along which has been established parkways, wayside park facilities and public recreational areas which are used and enjoyed by thousands of people; and

WHEREAS, it is necessary for the preservation of public safety, the promotion of the general welfare, the improvement and development of transportation facilities, including the most effective utilization of the parkways and the scenic drives, that Davis Causeway be designated and established as a limited access facility; and

WHEREAS, traffic safety, highway maintenance, improvement of transportation facilities and the most effective utilization of the parkways and scenic drives on the Davis Causeway require that private business structures, permanently anchored boats and barges, commercial docks or wharves, jooks, liquor stores, bait stations, filling stations and other commercial businesses, be precluded from locating on or immediately adjacent or in close proximity to the Davis Causeway since their operation and the maintenance of approaches and entrances thereto would congest traffic, create traffic hazards and detract from the scenic attractiveness of the causeway and destroy its utilization for public recreational purposes; and

WHEREAS, a wide marginal area outside the traffic lanes of Davis Causeway for off highway parking, for protection and maintenance of the

slopes of the causeway extending into adjacent waters, for the safe utilization of the recreational facilities, viz., the wayside parks, picnic tables, benches, fishing facilities, beaches and other recreational devices provided along and upon the causeway, and for restriction and control of traffic intersections thereon, and for future highway improvements, additional traffic lanes and parking facilities, is necessary as a part of the right of way for Davis Causeway.

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it finds the matters and things recited in the preamble hereof to be true; that it is of the opinion that traffic conditions, present and future, justify the designation of Davis Causeway as a limited access facility as hereinafter provided; that it finds it to be practicable and to the best interests of the state to widen the right of way of Davis Causeway as hereinafter provided; and that the designation and establishment of Davis Causeway as a limited access facility and the widening of the right of way of Davis Causeway are necessary to the public use.

BE IT FURTHER RESOLVED by the State Road Department that by reason of the foregoing it does hereby designate and establish that portion of State Road 60, Sections 1504 and 1014, known as Davis Causeway, and extending Easterly from the Westerly shore of Old Tampa Bay in Section 16, Township 29 South, Range 16 East in Pinellas County, to the Easterly shore of Old Tampa Bay in Sections 12 and 13, Township 29 South, Range 17 East in Hillsborough County as a limited access facility pursuant to the provisions of Chapter 348, Florida Statutes 1941, Cumulative Supplement.

BE IT FURTHER RESOLVED by the Department that all owners or occupants of land, including submerged land or riparian rights abutting said limited access facility shall have no right or easements of access to said limited access facility, except at points of approach or roadway intersections as shown on the map of said limited access facility or which may hereafter be designated by the State Road Department hereinafter referred to and adopted by this resolution.

BE IT FURTHER RESOLVED by the Department that it hereby approves and adopts the location and survey of said limited access facility prepared by the State Highway Engineer and directs that a copy of said map of such location and survey certified to by the Secretary and the Chairman of the Department be filed in the respective offices of the Clerks of the Circuit Court of said Counties of Pinellas and Hillsborough; and

BE IT FURTHER RESOLVED that it is the judgment of the Department that said limited access facility is necessary, practical and to the best interest of the State, and that it is necessary that the additional right of way to widen said limited facility and said rights or easements of access be acquired; and

BE IT FURTHER RESOLVED by the Department that said Counties of Pinellas and Hillsborough be and each of said Counties is hereby authorized and requested, at its own expense, in its name, by its Board of County Commissioners, to secure by gift, purchase or condemnation, the lands situate in the said respective Counties necessary for widening the right of way for said limited access facility and to secure by gift, purchase or condemnation the access rights or easements of owners or occupants of land, including submerged land or riparian rights abutting said limited access facility as indicated and shown on said right of way map, and to convey the same to the State of Florida, free of encumbrances; and

BE IT FURTHER RESOLVED that the Chairman and Secretary of the Department give 15 days' notice of this action by publication and that appropriate traffic signs and markers be erected along said limited access facility indicating such establishment, as required by law.

CONSTRUCTION OF COUNTY ROAD PROJECT IN WASHINGTON COUNTY

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, Washington County has requested the State Road Department to construct a county road project described as follows:

That portion of Section 6110, County Road No. 67-11, extending from Orange Hill to Chipley,

Which the Department is willing to construct subject to the conditions hereinafter set forth;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it will construct said county road project using 80% surplus gasoline tax funds of Washington County, provided the county agrees to acquire in its name and at its expense the necessary rights of way, borrow pits and ditches for said project and further agrees to maintain and repair at the county's expense said project after its construction by the Department, and the Chairman and the Secretary of the Department are authorized to execute on behalf of the Department an appropriate agreement with said county to effectuate the conditions stipulated in this resolution.

DELEGATION PINELLAS COUNTY—REQUEST FOR BRIDGE LARGO TO BELLEAIR BEACH

Pinellas County was represented by Ray E. Green, Clerk, W. A. McMullen, Jr., Engineer, John Chestnut, Chairman, and Henry Belcher, County Commissioner.

Mr. Green presented the matter of the proposed bridge from Largo to Belleair Beach, to be financed by revenue certificates, retired by tolls, and the request that the State Road Department participate in this project to the extent of preparing plans and supervising construction, in accordance with the Department's standard specifications, the Department to be reimbursed for the cost of such engineering services. Mr. Green

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advised that he had discussed this with the Department's Bridge Engineer, who advised that he already had standard plans which could be used for this bridge. Mr. Green also made the request that the Department conduct an O-D traffic survey, without cost to the Department, and he quoted Mr. Parker as saying that such a survey could be completed by February 15, 1948.

On motion of Mr. Campbell, seconded by Mr. Fultz, the Board agreed to participate in this project by conducting the O-D survey and furnishing plans and engineering supervision, with the understanding that all costs of same are to be repaid to the Department.

Mr. Chestnut thanked the Board for all that has been done for them, and extended an invitation to the Board to hold another meeting in Pinellas County.

Mr. McMullen urged the Board to give favorable consideration to the requests from the County on file with the Board.

RELOCATION OF ROAD A1A THROUGH TOWN OF MANALAPAN, PALM BEACH COUNTY

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted: WHEREAS, this Department has received a request from the Board of County Commissioners of Palm Beach County that State Road A1A be relocated through the town of Manalapan,

NOW, THEREFORE, BE IT RESOLVED that this Department will, in its 1948 Budget, provide for the relocation of Section 9306 of State Road A1A through the town of Manalapan in Palm Beach County, PROVIDED the Town of Manalapan will show its ability and willingness to construct a fill out to the new right of way, and will secure the new right of way within 90 days after the Department has approved the survey and location and made formal request for acquisition of such new right of way.

MAINTENANCE

The Board discussed its maintenance budget for 1948, with particular reference to those sections of roads which have been constructed by the State, and it was agreed to abide by the recommendations of the Highway Engineer in making additions to the State Maintained System as of January 1, 1948.

RIGHT OF WAY FOR STATE ROAD 9

The Board agreed that when requested by the property owner in the securing of right of way for State Road 9 in Dade, Broward and Palm Beach Counties, if the property owners would give the requested right of way without cost to the Department, the Department would align the road so as to permit the property owner to retain a strip not greater than 300 feet in width between the right of way line of the highway and the right of way of the railroad, it being understood that the road would still be designated and constructed as a limited access facility and that service roads would be provided adjacent to the superhighway to take care of the adjacent property in instances as above.

LEASE OF PROPERTY BETWEEN STOCK ISLAND AND KEY WEST

Mr. Albert Mills of Key West appeared before the Board in behalf of his application to lease a portion of the lands constituting a part of the old Florida East Coast Railway right of way lying between the Island of Key West and Stock Island, same being the northerly portion of said right of way, which is not needed as a part of the right of way for State Road 5 inasmuch as there will remain 166 feet of right of way reserved for said road.

Whereupon, on motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

BE IT RESOLVED by the State Road Department, and it hereby agrees to lease the following described portion of the old F. E. C. Railway right of way lying between the island of Key West and Stock Island in Monroe County, Florida, to wit:

Area to be Leased on East End of Island of Key West Section 9001 State Road 5

A parcel of land described as commencing at a point in the center of Roosevelt Boulevard on the Easterly end of Island of Key West, Florida at a point 150 feet Northerly from the centerline of the track of old Florida East Coast Railroad or 223.99 feet Northerly from the intersection of the said centerline of Roosevelt Boulevard and the centerline of the now existing Overseas Highway at State Road

No. 5 and run North 71°19' East 96.02 feet to the POINT OF BEGINNING; thence continue North 71°19' East 353 feet, more or less, to the Easterly shore line of the said Island of Key West; thence Southeasterly along said Easterly shore line to a point which is 123.99 feet Northerly from the centerline of the existing Overseas Highway or State Road No. 5 (when measured at right angles to said centerline); thence South 71°19' West 264 feet, more or less to the beginning of a curve concave to the Northerly, having a radius of 212 feet and a central angle of 58°06'33"; thence Northwesterly along arc of said curve 215.01 feet to the POINT OF BEGINNING.

BE IT FURTHER RESOLVED that the above described property is not required or used as a part of the right of way for State Road 5 and may be leased under the provisions of Section 341.42, Florida Statutes of 1941.

BE IT FURTHER RESOLVED that the above described property be advertised for lease, and that such notice be published for two consecutive weeks in a newspaper of general circulation in Monroe County, Florida.

BE IT FURTHER RESOLVED that the Chairman cause to be prepared form of notice of invitation for bids for the lease of said property and a proposed form of lease to be furnished all bidders, and that in such proposed form it shall

be provided that said lease shall not extend beyond a period of twenty (20) years and shall contain such other provisions and regulations to protect said property from waste or becoming a nuisance, and which shall insure that the rentals shall be promptly paid.

BE IT FURTHER RESOLVED that after bids are received for the lease of said property, same shall be submitted by the Chairman to this Board for approval or rejection, it being the intention of this Board that said property shall be leased to the bidder making the highest and best bid, subject to the right of the Department to reject any or all bids.

COUNTY PROGRAMS FOR CONSTRUCTION OF CERTAIN ROADS TO BE FINANCED THROUGH THE FLORIDA STATE IMPROVEMENT COMMISSION CALHOUN, DIXIE, FLAGLER, GULF, LAFAYETTE, LEE, LEON AND WAKULLA

The Chairman brought to the attention of the Board the requests of the Boards of County Commissioners of Calhoun, Dixie, Flagler, Gulf, Lafayette, Lee, Leon and Wakulla Counties for the financing and construction of certain roads and bridges through the Florida State Improvement Commission with the approval of the State Board of Administration, pursuant to the provisions of Chapter 23758, Laws of Florida, Acts of 1947.

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Each county's request was discussed and the report of engineer as to the costs of the respective roads and bridges was received.

On motion of Mr. Guernsey, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED by the State Road Department that it hereby gives its approval to the location and construction of those roads and bridges requested by the Boards of County Commissioners of Calhoun, Dixie, Flagler, Gulf, Lafayette, Lee, Leon and Wakulla Counties pursuant to the provisions of Chapter 23758, Laws of Florida, Acts of 1947, subject to the approval of the Florida State Improvement Commission and the State Board of Administration, and further subject to the condition that the proposed construction in each county shall be kept within the amount of funds either 80% Surplus or State Road Funds which the Department shall provide for the payment of rentals in the lease-purchase agreements covering the same.

BE IT FURTHER RESOLVED that the Chairman be and he is authorized to advise the Florida State Improvement Commission and the State Board of Administration of this Board's action as to each of the several applications, and that he handle all details with said Boards and report to this Board the action taken by the Florida State Improvement Commission and the State Board of Administration.

BE IT FURTHER RESOLVED that the Chairman and Secretary of the Department execute the necessary lease-purchase agreements covering said roads and bridges with the Florida State Improvement Commission, and that a true copy of said executed leases be made a part of the minutes of subsequent meetings of this Department.

DIXIE AND LAFAYETTE COUNTIES

Senator G. Warren Sanchez and Mr. J. H. Dowling, Engineer, came before the Board representing Dixie and Lafayette Counties in their applications for roads to be constructed and financed through the State Improvement Commission.

Senator Sanchez advised the Board that La-

fayette County's projects originally requested had been cut to the estimated cost of \$500,000, which he thought would take care of their needs for the next 10 or 15 years. Should these projects, when constructed, run over the \$500,000, he requested a loan of State funds from the Department, to be paid out of the 80% Surplus after the \$500,000 shall have been retired.

On motion of Mr. Guernsey, seconded by Mr. Fultz, the Department agreed to guarantee up to a maximum of \$100,000 over the \$500,000 for the Lafayette County program, to be repaid out of the 80% Surplus or any future income the county may have.

As to Dixie County, Mr. Dowling advised that they had cut down their program to come within the estimated amount of revenue, but he made a special request that \$40,000 of this money be spent in the rebuilding of the road from Cross City to Horseshoe, stating he believed that ample funds would be available for this project to be included.

He was assured that the general resolution already adopted by the Board at this meeting would include and provide for these additional requests of Dixie and Lafayette Counties.

INVITATION FROM HAINES CITY

The Board received a telegram from P. J. Sones, J. R. Wadsworth and L. B. Angle of the Citizens Committee of Haines City extending a cordial invitation for the February or March meeting of the Road Board to be scheduled for that city. The Members expressed their appreciation and their desire to accept the hospitality of Haines City at some time, but did not feel in position at this time to set a date for such a meeting.

MEETINGS FOR DECEMBER AND JANUARY

The Board agreed to hold a meeting on December 8 at Miami, and that the meeting for drawing up the 1948 Tentative Budget would be held at the Floridan Hotel in Tampa on January 19, 1948, and this meeting was adjourned.

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Guest Editorial

(Continued from Page 9)

for constituted authority and law, sinister steps toward unification of church and state, disregard for the rights of both minorities and majorities, a pitiful conception of Christian stewardship, indifference towards furthering the missionary enterprise, and defective thinking which does not relate the application of Christianity in America to the solution of the world's problems.

A keen schoolteacher in Hobart, Tasmania, discounted my American Christianity by an incisive criticism about our relation to the Negro.

Starving peoples can hardly understand our loyalty to a price theory which allows us to burn mountains of coffee and potatoes.

Who, anywhere, can understand why a movie actor receives a half million dollars while a teacher of democracy or a preacher of righteousness receives two thousand?

Could even God understand why His children should spend three times as much for cosmetics as for the global cause of Christ?

Qualifying for Crusade

Here is the area in which the churches and the mission boards must concentrate. We must bring all areas of life under the Lordship of Christ. We must re-think our relationship to Christ, to the church, to proximate and to distant peoples for whom Christ died.

The national conscience will continue to be disturbed until we right the wrongs of our thinking. Our sense of values must change. Our sense of mission must temper our pride of being first in the world's thinking and make us good stewards of ideals, money, and power.

We must be prodigal in spending billions for peace. We must be frugal in spreading fear by our tardy handling of atomic power. We must know the things which belong to peace, for us, for all peoples. We must work out our salvation with fear and trembling lest we be bad actors in God's drama, and be disqualified for crusade in His cause.

One Lonely Man Stood

What if America fails? What if the group fails? Let us narrow this matter down to one lonely man—and God. World peace. . .beginning in Christian you!

Whatever others may do or plan to do, each Christian has his orders individually written from God. "Ye are the salt of the earth. . .the light of the world. . .go ye."

The world calls for peacemakers. Peacemakers are children of God and, according to Jesus, shall be recognized as such by the world. America may not fail if YOU do not fail. But if America does fail, God is not dead. He will not fail.

Bernard I. Bell has well said in his book, *God Is Not Dead*: "Because

the race fails, it must not follow that you and I must fail; because man as a whole is frustrated, you and I need not be frustrated; because a deluded and enslaved humanity will not, cannot, make itself better, there is nothing to prevent you and me, once freed, from living in the only way that can possibly make the world better."

That is the answer! If you and I be Christian, if we relate all our powers and possessions to the kingdom of God and His righteousness, and if we can get enough following to enable God to spare us and to use us to bring His peace to the world, then there is hope for the world.

We have the keys of the kingdom. There is no doubt of it. The only question is our use of the keys. As Christian stewards in America, we may, under God, loose the world from its fear and its failure, and bind it to the peaceful heart of God.

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CLEWISTON HAS HAD ITS FACE LIFTED

(Continued from Page 13)

Surface

The wearing surface of this project is Asphaltic Concrete, Type 1, one inch thick with a binder course one and one-half inch thick. It was constructed by Sam Finley, Inc. of Atlanta, Georgia, in collaboration with the Marion Contracting Company of Ocala, Florida. The construction superintendent for Finley was O. C. McCurley.

The job mix formulas for this operation were as follows:

Binder Courses: Course Aggregate—75% (Crushed Stone, Grade 1"); Fine Aggregate—20% (Sand); Bitumen—5% (AC-B).

Surface Course: Coarse Aggregate—63% (Crushed Stone, Grade 3/4"); Fine Aggregate—31% (Sand); Mineral Filler—6% (Powdered Limestone); Bitumen—5.4% (AC-8); Base Temperature—300° F; Tolerance Limits—270° F-330° F.

After considerable prospecting it was determined that no local material was available that would satisfactorily meet specification requirements. It was found that sand produced by the Mammoth Sand Company of Lake Wales met specification requirements for use in the binder course but did not contain sufficient fines for use as surface. Standard Sand and Silica Company of Davenport produced a sand containing sufficient fines but was found to be deficient in material retained on the



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No. 80 sieve. A blend of these two sands in a proportion of one part Lake Wales to three parts of Davenport was found to meet all gradation requirements and was used.

It was later found necessary to change these proportions to two parts Lake Wales to three parts Davenport in order to control the gradation within the allowable tolerances. Blending was accomplished by the crane as the cold elevator bin was loaded.

The plant in which the materials were mixed was a Finley Rotary drum with a single-drum drier and with a capacity of five tons. The minimum mixing time required, after all materials were deposited in the drum, was two and one-half minutes.

The mixed aggregates were placed on the base by a Barber-Greene finishing machine, 4 lanes 11 ft.—9 in. wide and 1 lane 10 ft.—0 in. wide were required to cover the entire width. As all intersections and turn-outs were constructed simultaneously with the roadway, an excellent bond and riding surface was obtained. Compaction was obtained by the use of two 8-ton Galion tandem rollers together with hand tamping wherever necessary. Cut-back asphalt, RS-1S, at an average application rate of 0.06 gallon per square yard, was applied as a paint coat with an Etnyre distributor.

After the job mix formulas were established, the greatest delay encountered was the weather. Rains were an almost daily occurrence, in fact only about ten working days failed to produce rain. Due to this, production ranged downward from a maximum of 400 tons to 15 tons per day.

Traffic

During the entire construction of this project, regardless of the operation being performed, a safe traffic lane was provided at all times. Every possible safety precaution was utilized to protect both pedestrian and motor vehicle traffic. Every effort was made to keep interference with normal business at a minimum. The splendid co-operation of the police department, merchants and residents left little to be desired.

Project Statistics

General Contractor—Brinson Construction Company, Tampa, Florida
Cost: Contract amount \$340,993.62

Final Estimate \$341,390.56 (Subject to checking)

Date began: February 19, 1947

Date completed: August 25, 1947

Contract time: 185 working days

Elapsed time: 160 days (includes the contractor's 30 day maintenance period)

Supervision

A major portion of the credit, for the construction of this project, is due Wallace M. Wright, Senior Project Engineer for the State Road Department. His untiring efforts and energetic supervision are reflected in the high character of the construction and the completion, fifty-five days ahead of schedule. He was ably assisted by Everett Thompson, Instrumentman, M. L. Kimble, Engineer Inspector and Buck Blair, Inspector.

Benefits

From a narrow, unattractive and obsolete main thoroughfare, entirely out of keeping with the attractive shops and buildings by which it is flanked, has arisen this modern, up-to-the-minute highway. No longer must the pedestrian travel unpaved, marshy areas, for sidewalks are now

provided. No longer will the dust nuisance exist from an unpaved street.

But of all of these improvements, none are more evident than the "new look" of Clewiston, truly a most impressive transformation from the ordinary to a community of outstanding attractiveness.

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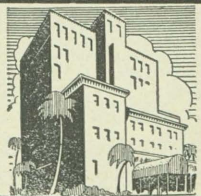
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County Activities

continued from page 19

liquor package stores. The dry zone was voted after receipt of a petition signed by 41 property owners along the highway.

Monroe County Commissioners have awarded contracts for constructing roads on Wardman Way, Key Largo, and on Big Coppitt Key, also for grading and paving of Guava avenue in Crain's Subdivision on Grassy Key.

A resolution passed by the Hardee County Commissioners designated Road 661 from Bowling Green through College Hill to Fort Green as a state road and the state was asked to take over its maintenance.

A resolution adopted by the Manatee County Commission requests the State Improvement Commission and the State Road Department to undertake the financing and construction of a bridge-causeway connecting Manatee Avenue with Anna Maria Island.

Duval County Commissioners have by a resolution asked the State Road Department to proceed as soon as practicable with the advertisement for bids on the construction of bridges over Cedar, Haulover and Shad Creeks on Heckscher drive.

The amount of \$9,000 was approved by the Duval County Commission for resurfacing of First Street from Pablo Avenue to Eighth Street North in Jacksonville Beach. Contract for this work was awarded to B. B. McCormick & Sons by the Jacksonville Beach City Council.

Pinellas County Commissioners voted to ask the State Road Department to take over maintenance of Indian Rocks Road south of Belleair.

The State Road Department advised the Gadsden County Commission that contract for paving the road known as the old Bainbridge road from Quincy to the Georgia state line would be let on July 17.

Orange County Commissioners have approved construction of a new pavilion in Kelly Park at Rock Springs and bids for the work have been opened.

Budget Board approval of a small levy for the Court House construction fund for the next fiscal year was asked by the Hillsborough County Commission.

Hillsborough County Commissioners have employed Norman F. Six, Tampa architect, to draw plans and specifications for a new building at the County Negro Juvenile Home.

Preliminary plans for a down-county

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court house branch opposite city hall in St. Petersburg have been announced by Pinellas County Attorney John C. Blocker.

Calhoun County Commissioners have awarded the general contract for a new county jail to Jack Culpepper of Tallahassee. The prison equipment contract was awarded to Manly Jail Works of Dalton, Georgia.

Hardee county's new vocational agriculture building has been completed at a cost of approximately \$11,000. It was built through the joint efforts of the County Commission, County School Board, and the Hardee County Chamber of Commerce.

Wakulla County Commissioners have rejected all bids received on their proposed new court house and jail, except the bid of the Decatur Iron & Steel Company for jail equipment. Construction of a \$150,000 court house and a \$40,000 jail were authorized for this by the Civilian Advisory Council Committee to the Office of Housing Expediter's construction division.

The expenditure of from \$600 to \$700 from the fire budget for construction of a fire house in Jensen Beach has been approved by the Martin County Commission.

Monroe County Commissioners have requested County Engineer Bailey to prepare plans and specifications for a new county home to be built on Flagler Avenue near First Street.

Federal funds will be sought through the State Improvement Commission to help Hillsborough County Commissioners meet costs of converting the old County Tuberculosis Sanitarium into a new County Hospital.

The Manatee County Commission has made application to the Federal government for funds to cover one-third of the construction cost of a new and enlarged County Hospital.

Sanford W. Goin, Gainesville architect, has made preliminary drawings for a hospital for the Gilchrist County Commissioners.

Levy, Dixie and Gilchrist County Commissioners and other officials are cooperating in a hospital program whereby a hospital at the Cross City Airport will be donated by the government and rebuilt to serve needs of the three counties participating. Probable location of the hospital is Fannin Springs.

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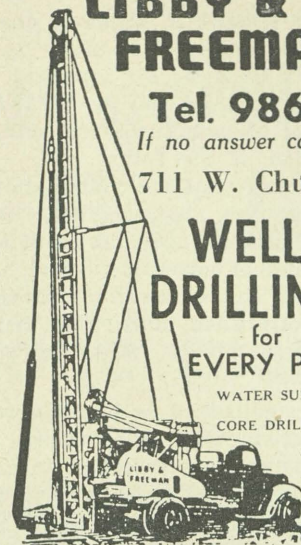
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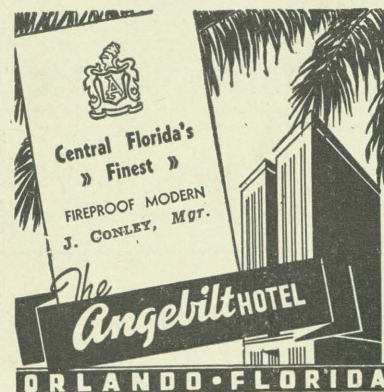
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CASTING A BALANCE

Governor Millard F. Caldwell characterized his address last night as a casting of a balance; an appraisal of what has transpired during the past two years of his administration, and a contemplation of the future.

He mentioned (as Dade county knows from experience) that he had "left local responsibilities upon the shoulders of local units of government and has insisted that the citizenship, through regularly constituted authorities, make local self-government work in the American way."

Caldwell emphasized he has observed the constitution rigidly even though it was not always the easy course to follow. It was under the constitution that he called the special session in 1945 to reapportion the state for purposes of representation.

It was also under the constitution that he refused to approve the man recently nominated and elected to the office of state comptroller.

The governor described the work of the committee on education, the committee on conservation of the petroleum resources, and that on water control. He pointed out the importance of an adequate water control program which would cover both surface and underground supplies, both in points of origin and points of use. He suggested that the state appropriations for public health purposes should be at least doubled.

Reporting the progress being made in state-operated institutions, the governor called attention to the need for more buildings at all installations. A majority difficulty in the construction

of these buildings has been that of obtaining materials.

The highway program has been delayed by a shortage of materials. The money to finance a continuously expanding state highway system is available and the work will progress as rapidly as possible.

The governor gives scant hope for any possible diversion of state funds to suffering cities, and equally possibility of tax reduction. His comment: "Although I do not yet have all the facts, I feel that if tax levies are not, in sum total, reduced and if state funds are not used for other purposes, we can accomplish the objectives of better education, health, institutional care, construction and other necessities without additional taxes." Thus it would seem that the cities may as well look in other directions for relief from their financial problems.

The governor's message, touching lightly on a number of subjects as such a speech must, visions a bright future for the state. What the next session of the legislature, convening in April, will do to fulfill the governor's dreams remains to be seen.—Miami Daily News.

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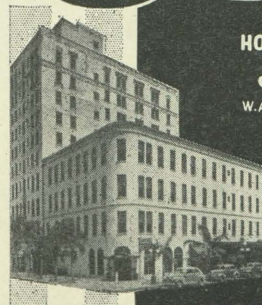
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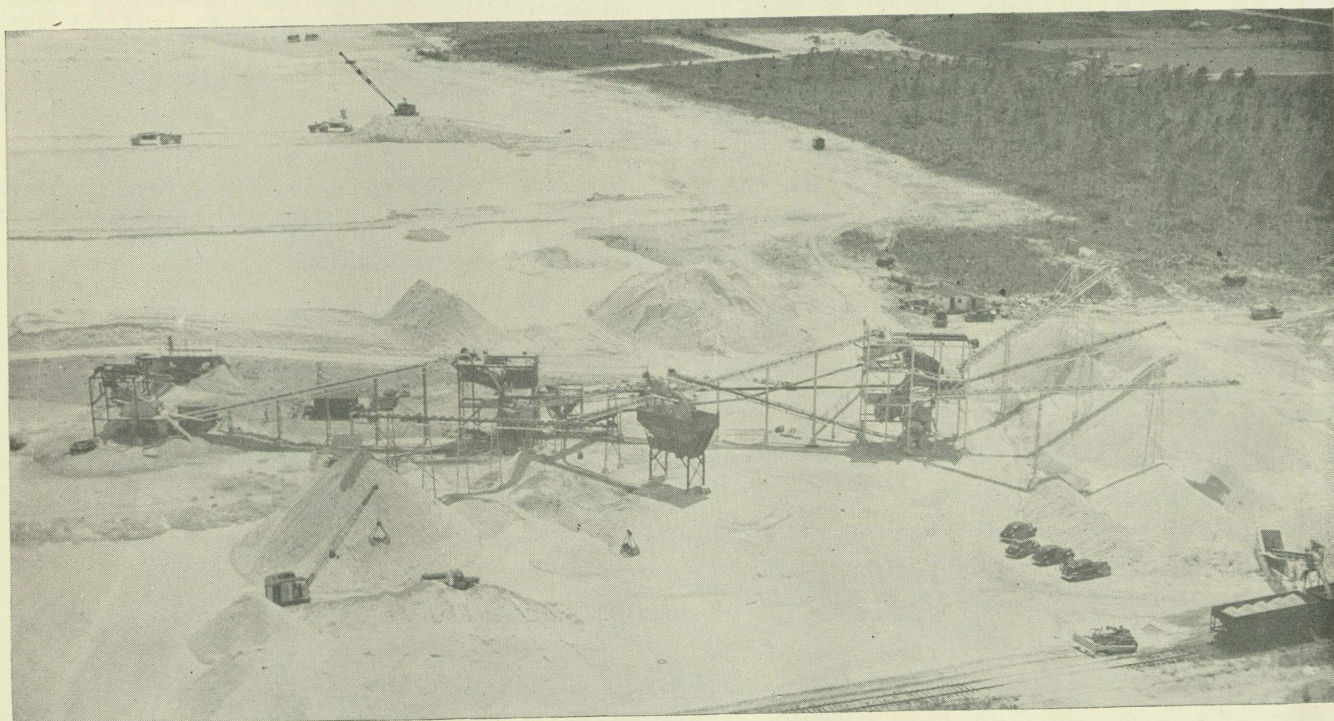
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